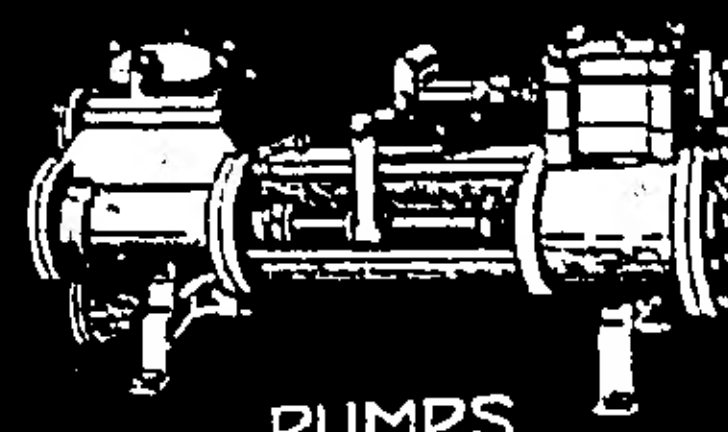


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FRIDAY, FEBRUARY 27, 1920.

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TO-DAY'S CHINESE TELEGRAMS.

THE SHANTUNG QUESTION.

Shanghai, February 26.

The Government has approved the proposal made by the Committee for Foreign Affairs, and will submit it to the Cabinet, that new negotiations should be carried out with Japan in regard to the Shantung question without taking the German Treaty as a basis. In the event of no conclusion being reached, the question should then be put before the League of Nations.

MARTIAL LAW TO REMAIN.

Peking, February 27.

The Government has refused the various parties' request to abolish martial law because the student movement seems to have gradually died down both in Peking and Tientsin.

A COVETED POST.

Peking, February 26.

There are many candidates for the post of chief of the Government Mint in Shanghai.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

DEATH OF MR. JENNER HOGG.

Shanghai, February 26.

Mr. E. Jenner Hogg, the oldest resident, is dead, aged 82 years.

(Other Telegrams on Pages 2, and 3.)

HOTELS FULL.

NO PROSPECT OF RELIEF.

Hotel accommodation is the topic of conversation in the Colony, but no attempt is being made to put up a new hotel and reap the big profits that would obviously accrue to them. Where all this is going to end no one seems to know. Big passenger liners will call at Hongkong more frequently. A large number of passenger boats are shortly to be put on the run by the Admiral Line Company. Each time that a passenger boat comes into the harbour the confusion becomes worse.

We had the pleasure of interviewing Mr. Taggart, the popular manager of the Hongkong Hotel, to-day, to ascertain his views on the Hotel congestion which at present is very acute.

Asked as to whether the Company had any projects in mind or in hand to ameliorate conditions in the Colony, Mr. Taggart said there was no such project, but that the Repulse Bay Hotel was continually growing. A wing of twelve rooms is being built which would be ready in about May. Other wings would be added later on. In the future it was his idea to erect bungalows round about Repulse Bay for those who wish to make a lengthy stay in this locality.

"How many passengers did you turn away from the Tenyo Maru?"

"Over fifty. About fifty passengers are turned away each time a passenger boat comes in. Sometimes it is much more. These passengers who cannot be housed by us go to Macao and Canton, while some go to the smaller hotels and boarding houses, and a good many prefer to sleep on board the ship."

"What was the congestion like last year?" enquired our representative.

"There has always been congestion, more or less. We reckon our busy season to be during the cold months, when most of the American tourists make their trip. This has been our worst year for congestion. It was bad last year, but this year has broken all records. There are so many new big passenger liners that will be coming into Hongkong during the next few months that I really think the situation will not be relieved to any large extent. There is the Empress of Canada which is expected here in the latter part of the year, and the Pacific Mail Steamship Company's vessels and the New Admiral liners. Matters will

become very chronic then, bad as they are at present."

"You are not going to extend your scope?" enquired our representative.

"We are going to keep extending the Repulse Bay Hotel all the time. We have no other project in mind at present. With the present price of land it is exceedingly difficult to get in on this side and make a profit."

"There are many plots that you could secure in Hongkong," asserted the interviewer.

"People do not wish to stay in town. Provided there is ample transportation they prefer to go out. It is far too noisy here."

"In the case of tourists, as well?" enquired our representative.

"They prefer to remain outside. You take the price of land coupled with limitation in connection with the building's height. I am prepared to say it cannot be made to pay."

"Not immediately, of course," retorted the interviewer.

"Nor at any time. It will not pay to build a hotel anywhere from the Naval Yard to the Central Market."

"Cannot it pay in Kowloon?"

"I cannot say. I have not studied the question. People are reluctant to go there. They prefer to go to the seaside than to Kowloon."

"Do you think present conditions could be improved in Hongkong?"

"It is difficult to say. Repulse Bay is going to be the residential side absolutely. That new road from the Post Office to Repulse Bay will be approximately six miles. It will help to open up that part. The ride will take only a quarter of an hour."

"Have you contemplated increasing the height of the Hotel buildings?"

"We could not increase the height of the present building without pulling it down and getting the sanction of the proper authorities to add new storeys. We are going to concentrate on Repulse Bay. When the Repulse Bay Hotel is completed, by this time next year, we shall have sixty rooms and several bungalows. That will relieve the congestion materially, because this accommodation will compare favourably with hotels anywhere. The new accommodation will be the latest in sanitary arrangements and in everything else. The charges have not been settled. They will not be as cheap as the Hongkong Hotel. As a matter of fact, our charges have not gone up. They are down. We are a local company. Thus fluctuations in exchange have no bearing on our case."

SHIPPING BOARD VESSELS.

BIG BOATS COMING TO HONGKONG.

That the United States is making a supreme effort to obtain a big share of the shipping business of the Pacific is indicated by the vast number of standard cargo boats built by the United States Shipping Board Emergency Corporation now being put on the Pacific-Orient run. On the routes where hitherto British and Japanese interests have reigned supreme, there are now cropping up these new vessels whose number is being continually added to as they are released by the Corporation from other runs or leave the builders' hands. It will not be long before this competition makes itself felt, if it has not done so already, and British and Japanese concerns will have to take note of this new competition in their business, coming as it does at a period when their activities—in particular in the case of the British—are slowly returning to their normal tone from which it was diverted by the demands of the late war.

The policy adopted by the United States Shipping Board has been to put their vessels under the management of American shipping companies of good standing. Whether such a policy is a sound one and justified by the results obtained cannot be said at present, but there can be no doubt that it is the best the Shipping Board can do under the circumstances, when the sudden cessation of war leaves it with a big fleet, in existence and in course of construction, on its hands. It is presumed that these vessels will be eventually disposed of to those firms that have them at present under their management, or sold to new companies.

Of the companies which have these vessels turned over to them for operation for account of the Shipping Board there are at the present moment four with agencies in Hongkong. These are the Pacific Steamship Company (better known as the Admiral Line), Pacific Mail Steamship Company, Messrs. Struthers and Dixon, and the Robert Dollar Company. No less than 88 ships have been turned over to them for operation on the Pacific routes, the list being made up as follows:

Number of Vessels.	Approximate Tonnage.
Pacific S. S. Co.	39 351,100
Pacific Mail S. S. Co.	17 143,000
Dixon & Struthers	15 120,000
Robert Dollar Co.	7 50,400
Total	88 664,500

Additions to this vast fleet may be expected in the near future as, according to what we have been told by Capt. Robert Dollar, whom we interviewed recently, the work of turning out these vessels will not cease before May of this year.

Indications are not wanting of the enterprising spirit which animates the officials of the Shipping Board. The coastal runs on the China and more southern coasts is not left out of their consideration. Publicity has been given in these columns to the service which the Pacific Mail S. S. Company now conducts between Shanghai, Hongkong, Saigon, Singapore, Java, Burma and Calcutta, for which an efficient number of vessels of the Shipping Board have been pressed into service. The San Francisco-Hongkong line, we learn from Mr. Sheppard, the local agent of the Pacific Mail S. S. Co., will shortly be extended to make a circumnavigational route across the Indian and Atlantic Oceans, via Suez and the Mediterranean, to Baltimore. For this extensive run the Shipping Board have allocated two vessels namely, the West Kasson and West Boro. The departure of the former ship from San Francisco, on the 10th instant, has been announced. She is scheduled to call at Japanese

LOCAL SHIPYARDS.

A BUSY TIME.

The s.s. Trialos, a standard vessel which has been built by the Hongkong and Whampoa Dock Company, for Grecian owners, went on her trial trip this morning.

Another standard vessel is being constructed at the Taikeo Dock. She will be ready within two or three weeks.

The s.s. Ropera, belonging to Messrs. H. M. Nemazee and Co., is at present in the Kowloon Dock undergoing alterations.

The s.s. Morialta, one of the Douglas boats, is also at the Kowloon Dock, undergoing alterations. She will be re-named the Hailung, which was the name of an earlier steamer of the Douglas Company.

The Empress of Russia is in the Kowloon Dock undergoing overhaul. She leaves in the first week of next month.

There are several big oil tankers being overhauled at both the Docks, including the Cosmopolitan, owned by the Asiatic Petroleum Company.

The Tenyo Maru went into dock this morning.

Both Docks are now very busy.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Hongkong and Shanghai Bank Shareholders' meeting—noon.
Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

ports, Shanghai, Hongkong, proceeding to Baltimore and touching on the way at Saigon (where cargo inducements offer), Alexandria and Marseilles. The West Boro will follow on the 18th May, and it is hoped that with these vessels and others to come, a regular monthly service will be maintained.

Another coastal service has been undertaken by the Robert Dollar Company with the standard vessels. The route followed is practically the same as that of the Pacific Mail S. S. Co.'s coastal service, with the exception that it terminates at Sourabaya. As in the other case, this is only an extension of the San Francisco-Hongkong run, on which the Dollar Co. also maintains a large number of the Government's vessels.

By far the largest number of this type of vessel has been turned over to the Admiral Line. Fourteen vessels, all standardised to 10,000 tons, are now in operation under their management on the Pacific Coast and Far East runs. Eighteen other vessels, varying from 8,000 to 10,000 tons, are engaged for a service between Hongkong and the Far East to New York and Boston via Panama. A direct service to New Orleans, Galveston, Savannah and other Atlantic Ports from Hongkong is connected by four other vessels. The same Company has also consigned to it two vessels of 11,000 tons each for a service to Cuba and New York via Panama.

The enterprise of the Shipping Board officials does not end with the establishment of this wide freightage service alone. Our representative was informed, on making enquiries at the local agency of the Admiral Line, that three huge passenger liners, of 24,000 tons each, built by the Shipping Board according to modern requirements, will shortly make their initial trips on the Pacific run from Seattle to the Orient and Hongkong. These are the Wastachee, Sea Girt and the American Legion. As soon as this service has got well under way, the fleet will probably be augmented by two or three other equally large vessels.

ST. FRANCIS SCHOOL.

DISTRIBUTION OF PRIZES.

Yesterday was prize day at the St. Francis School. The annual report of the Headmistress, published in Wednesday's issue of the Telegraph, revealed to the public the excellent progress made by this School. Nothing could be more gratifying to those responsible for the conducting of the School than the Director of Education's report, the excellent tone of which was mentioned by the Hon. Mr. E. R. Hallifax at St. Patrick's Hall yesterday, on the occasion of the annual prize distribution.

In expressing thanks on his wife's behalf for the invitation extended to her to present the awards, and for the excellent concert programme presented, Mr. Hallifax said that the excellence of the latter item of the proceedings gave further proof, if any were required, of the great care with which the sisters and headmistress who had charge of the School had devoted to every single detail that was connected with those entrusted to their care. When he read the report of the Director of Education he was struck by a number of phrases such as "very good standard—higher than that called for," "excellence of the writing calls for special mention," scattered throughout the report.

There was not one single word of adverse criticism. The few small criticisms appearing in the report in the previous year were noted as having been corrected during the course of the present year. The report of this year ended with a very satisfactory sentence "that I recommend the highest grant to be made." The report of the Headmistress carried that impression still further. He knew the other side of the Convention's work more than he did the educational side. It was in connection with the latter that he wanted to make a few remarks. It was carried out, as the report showed, under difficulties such as finance and lack of elbow room. The financial difficulty, unfortunately, was common with all the schools of Hongkong, and the question had constantly been put to representatives of the Govern-

ment that more encouragement should be given to schools. If the Italian Convent continued to maintain its present high standard, it would come in first for consideration. The question of elbow room was another serious matter. Whilst Hongkong remained as it was, the only means of meeting the case satisfactorily would have to be something in the nature of an earthquake. It would have to be a benevolent earthquake, one that would not raise hills and valleys but would deal more gently with them by giving them level ground—(Laughter). There was suitable ground in Kowloon, but it would be rather difficult to maintain communication between the Sch. ools.

The proceedings yesterday commenced with a concert composed of recitations and musical items performed by the pupils. Those present included His Lordship Bishop Pozzoni, Lady Ho Tung, Hon. Mr. and Mrs. E. R. Hallifax, Chevalier Eles, the Italian Consul, and many others.

The list of prize winners follows:—

Class 4.—Gertie Juilan 1st. of the class; Latifa Madar 2nd.; Beatrice Tillman 3rd.; Katie Arculli prize for Dictation; Rudiah Rumjahn for Good Conduct and Needlework; Halima Kitchell for Drawing; Edith Crestejo for Attendance.

Class 5.—Bertie Victor 1st. of the Class and His Lordship's Prize for Religious Knowledge; Ettie Rosario 2nd. of the Class and Scholarship \$15 for Conduct from the Paterfamilias and Parishioners of the Wanchai District; Hassina Ismail 3rd. of the Class; Hafisa Ismail prize for Attendance.

Class 6.—Anita Kin 1st. of the Class and Scholarship \$15 for Conduct from the Paterfamilias and Parishioners of the Wanchai District; Estelita Xavier 2nd. of the Class; Arthur Read 3rd.; Jennie Rosario prize for Reading and Recitation; Elisabeth Bennett for Arithmetic and Needlework.

Class 7.—Olga Kin 1st. of the Class; Scholarship \$10 for Conduct from the Paterfamilias and Parishioners of the Wanchai District; Benedicta Xavier 2nd. of the Class; Scholarship \$10 for Conduct from the Paterfamilias and Parishioners of the Wanchai District; Laurinda Crestejo 3rd. of the Class; Lily

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 5s.8½d.

THE WEATHER.

Forecast:—Cloudy. Barometer: 30.02. Temperature 2 p.m.:—70. Humidity 2 p.m.:—66.

NEW PORTUGUESE CONSUL.

A change in the local consular body is impending. Mr. L. A. de Castro, formerly Portuguese Consul in Kobe, has been transferred to Hongkong as Consul General at this port. He arrived on the Iyo Maru, and is awaiting instructions from the Lisbon Government before taking over the post.

Cassumbhoy prize for Politeness; Bertie Gossano for Order; Augusto Pereira for Attendance.

Class 8.—Emerenciana Santos 1st. of the Class; Maria Ligeiros 1st. of the Class; Stephen Read 2nd.; Alberto Rodrigues 3rd.; Guilherme Victor prize for Reading; Linda Tavares for Recitation; Violet How for Arithmetic and Neatness; Irene Ho for Arithmetic and Needlework; Lily Straube for Arithmetic.

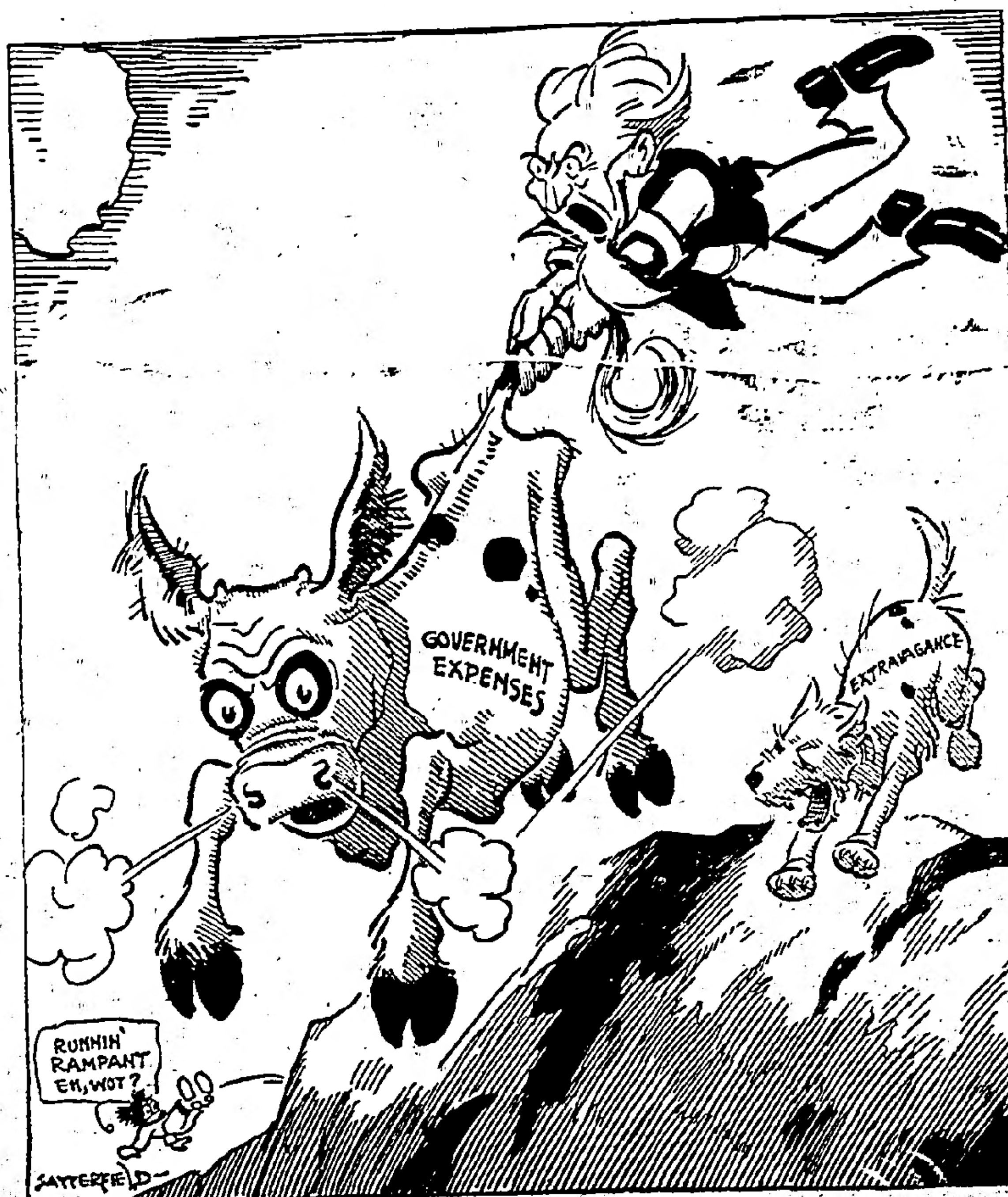
Class 9.—Beatrice Remedios 1st. of the Class; Ettie Gomes 2nd.; Francis Read 3rd.; Mary Mariotti prize for Recitation and Kindergarten work; Lindamira Lopes for Dictation and Order; Emilio Tan-gap for Arithmetic and Drawing.

Class 10. (A)—Julia Marques 1st. of the class; Mary Pereira 2nd.; Charlie Abbas 3rd.; Ng Shimva prize for Reading; Thomas Kitchell for Arithmetic; Edward F. Heyblom for Attendance.

Class 10. (B)—Rahima Rumjahn 1st. of the Class; Jerminha Pereira 2nd.; Doodolina Gossano 3rd.; Margaret Xavier prize for Reading; Jose Tavares for Arithmetic; Zarena Kayder for Conduct; Gustavo Silva for Reading; Leonel Silva for Writing.

Prizes for Music to:—Misses Annie Cordeiro, Kudjiah Rumjahn, Beatrice Tillman, Edith Crestejo.

First Aid Certificates to:—Halima Kitchell, Katie Arculli and Beatrice Tillman.



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NOTICES.

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THE HANDLEY-PAGE.

SOME INTERESTING LATE NEWS.

Since the inauguration of civilian aviation in Great Britain on May 1st, 1919, until December 10th of this year, the records of the Handley Page Commercial Aeroplanes are as follows:—Total number of passengers carried 3,994. Total amount of freight carried 40,243 lbs. Total mileage covered 61,180 miles. The above figures include passenger flights at Cricklewood, London, and in the United Kingdom, and passengers and freight carried on the London, Paris and Brussels air services.

On the London-Paris Air Service between September 2nd and December 10th, 1919, 613 passengers and 16,601 lbs. of goods have been carried; the total distance covered being 33,350 miles. 244 passengers and 25,349 lbs. of freight have been carried on the London-Brussels air service during the period extending between September 26th and Dec. 10th, 1919; an aggregate distance of 19,380 miles having been covered.

The Handley Page aeroplane, piloted by Capt. Stewart and Capt. Gran, which flew from London to Denmark last summer, has just concluded a number of demonstration flights in Scandinavia. The weather conditions met with were somewhat trying for aviation, as the country abounds with mountains and lakes, which filled the atmosphere with "bumps" and cross currents, apart from the difficulties such landscape presented in the event of forced landings. On the occasion two snow-ploughs had to be utilised to clear the ground before the machine could "take off", and when it did commence to run across the ground the slip stream of the propellers sent great showers of snow seven feet high. The machine gave exhibition flights at Copenhagen, Aarhus and Christiania, where 454 passengers were given flights, including officials from the Legation. Great interest was taken in the aeroplane by the inhabitants and the Flying Officers stationed near Denmark. The latter had only a few Henri Farmans and Avros, and they were astounded when Capt. Stewart took an Avro up and carried out a few mild stunts. Stunting is not a widespread art in Scandinavia, and Capt. Stewart on landing after a flight in which he mildly stalled the Handley Page, was congratulated on his excellent "loop". Mail, passenger and freight carrying routes were planned.

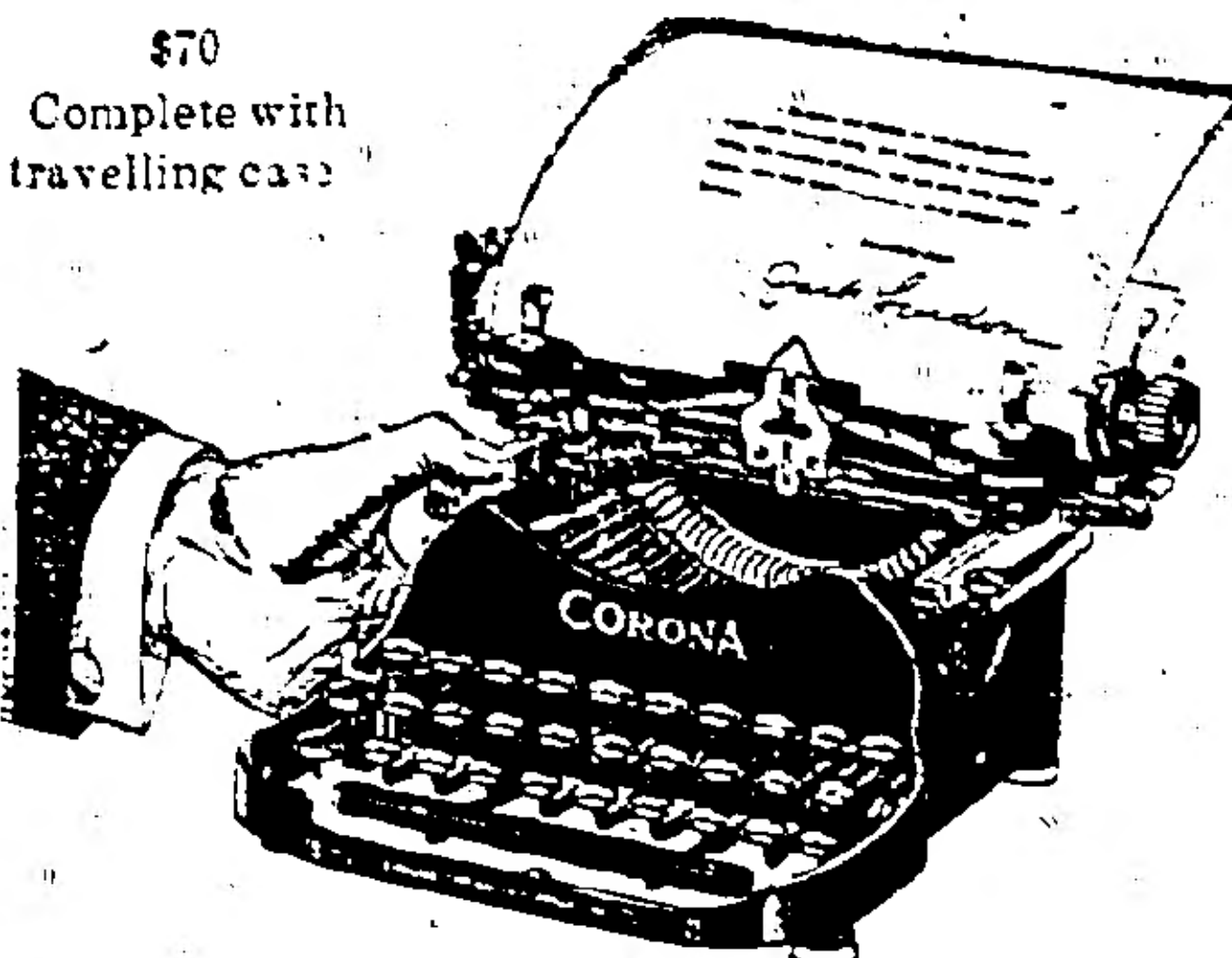
Plenty of adventure has befallen the first British aeroplane to fly to Berlin from London. This Handley Page machine could not have got to the German capital had it not been for the determination of its pilots, Capt. E.D.C. Herne and Capt. MacNaught Davis. The intention had been to send the Handley Page by sea, but it was found too big to be carried under the bridges on the railway line from Danzig to Warsaw. The two pilots, with two mechanics and a Swiss interpreter, accordingly set out by air. While held up for a week by bad weather at Cologne, they obtained permission from the German Authorities for themselves to enter Germany, but they could not get a permit for the aeroplane. They continued nevertheless and at Paderborn, in Westphalia, an attempt was made to stop them. "I suddenly saw two German machines in full war-paint, Iron Crosses and all, making for us," stated Capt. Herne. "They flew close alongside, the airmen motioning to us with their hands to land. We did not want any explanations except with the proper authorities in Berlin, so we flew on, waving our hand in a friendly way. When the Germans saw that we were not coming down they were furious and flew round us for 20 minutes, crossing so close as almost to graze us with their wing tips and shaking their fists at us angrily. At Spandau the Germans were simply amazed to find that we were a British civilian machine and had never seen our international markings before, but they treated us very well, gave us hot drinks and drove us to Berlin."

The assembling of the first Handley Page supplied to China was completed recently, and the machine made its preliminary flight with complete success, carrying Mr. T.A. Barson, Chairman of the Peking Syndicate, whose enterprise is responsible for the first important aviation deal in China. As the Handley Page machine was put together by Chinese workmen unable to converse with the foreign mechanics in charge, there was some

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anxiety about the trial, which was speedily dispelled by the steady flight of the machine in the air. During the afternoon several pre-war military aeroplanes were flying, one built by Chinese, and to the spectators they looked like sparrows beside the great Handley Page.

On the London-Paris Air Service between September 2nd, 1919, and December 17th of this year, 612 passengers and 13,601 lbs. of freight have been carried over a distance of 33,350 miles. A feature of the Aviation Exhibition, which opened in Paris arranged for Handley Page, model Handley Page commercial aeroplanes, the W.S., which recently flew from London to Paris in West End stores. The weather 2 hours 10 minutes. This luxurious over the Channel has been machine, which carries 15-20 extremely bad for flying recently, passengers, or 2 tons of cargo, is and although gales and rain have creating considerable interest not seriously interfered with the amongst foreign visitors who are air service, fog and mist on several familiar with the Handley Page days have kept the aeroplanes machine through its bombing confined to their sheds. [exhibits in the war.

On the London-Brussels service between September 26th and December 17th, 1919, 244 passengers and 25,349 lbs. of freight have been carried over a distance of 19,380 miles. Captain Hope, whilst flying a Handley Page Commercial aeroplane from Brussels to London recently in a gale, saw a ship in distress in the Channel firing rockets, and later he saw another vessel in difficulty, with the lifeboat proceeding towards it.

A feature of the Aviation Exhibition, which opened in Paris arranged for Handley Page, model Handley Page commercial aeroplanes, the W.S., which recently flew from London to Paris in West End stores. The weather 2 hours 10 minutes. This luxurious over the Channel has been machine, which carries 15-20 extremely bad for flying recently, passengers, or 2 tons of cargo, is and although gales and rain have creating considerable interest not seriously interfered with the amongst foreign visitors who are air service, fog and mist on several familiar with the Handley Page days have kept the aeroplanes machine through its bombing confined to their sheds. [exhibits in the war.

EARLIER TELEGRAMS.

THE ARMY ESTIMATES.

London, Feb. 23.
In the House of Commons, Mr. Churchill, introducing the Army Estimates, emphasised that conscription would terminate on 31st March. He claimed to have created in a single year what broadly was the pre-war Regular Army. He also organised additional troops for discharge of temporary and new liabilities. He mentioned that the British delegates fought at the Peace Conference for abolition of conscription, but the only response came from Germany, under dire compulsion. (Laughter.) All the other States retained compulsory service, including the United States, the originator of the League of Nations, and Russia, the home of advanced political thought. (Cheers and laughter.) Nevertheless Britain had returned to the voluntary system and would have by 30th April 220,000 white troops, compared with 175,000 before the war, also during the greater part of the year 1919,000 Indians.

Discussing the increase of the army with a view to the removal of the German menace, Mr. Churchill thought it was idle to pretend that the pre-war army was proportionate to the risk Britain ran or her important role. On the other hand now and serious responsibilities, both temporary and permanent, were placed on Britain as a result of the war, while the whole of the eastern world was in a state of extreme disquiet. Additional temporary responsibilities were the Rhine, the plebiscitary parts of Germany, Constantinople, Egypt, and North-West Persia. There were two important permanent responsibilities in Palestine and Mesopotamia where garrisons of ten white and thirteen Indian regiments were now 17 and 44 respectively. Both garrisons must be reduced if either was to pay its way. Considering the burdens in the East no relief could be expected until real peace was made with Turkey. He trusted that having dispersed our armies we would not now take the steps of driving the Turkish people to despair or undertake new obligations, because our resources were not equal to their discharge.

Mr. Churchill enumerated the factors of uncertainty in the Middle East, for instance, the Turkish reception of the Peace Treaty and Bolshevik aggression, the effect of the Milner Commission in Egypt, and the termination of responsibilities at Constantinople, but he had decided to take an optimistic view and provide a reduction of the garrisons in the Middle East during 1920-1921 to half their present strength. The Irish garrison would be 35 regiments against 25 pre-war. Discussing the finance of the Estimates, which totalled £125,000,000, Mr. Churchill pointed out that costs had multiplied two and a quarter times compared with pre-war rates and resulted in less war power. Three or four years of detailed study would be needed to get the same value.

Mr. Churchill favoured steady increase of the Air Force at the expense of the Army and Navy, but only in proportion as the Air Force was able to discharge the day to day duties now performed by the Army and Navy. Instancing the possibilities of the Air Force the speaker drew attention to the Somaliland campaign. He proposed to apply the same principle to Mesopotamia, where the Air Force would be the principal agency of control, the Military and Navy acting as auxiliaries. Referring to the development of tanks Mr. Churchill mentioned the development called earlier, adding that although the tank weighed thirty tons the roads were not damaged. Anti-tank warfare had also been profoundly advanced. A new grenade had been devised which could be discharged from an ordinary rifle; capable of inflicting mortal injury on a tank.

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Summarising the army scheme, Mr. Churchill emphasised that the territorial army would be the normal means of expansion of the British forces. For a supreme emergency such as August 1914, Britain would be able to provide complete, one cavalry division and six divisions of regulars immediately, and in the course of the next few months, one yeomanry division and fourteen divisions of Territorials, complete with equipment and reserve. Behind these would be cadets capable of calling into being a further twenty divisions.

He proposed to reduce the garrisons in the Middle East to the barest minimum compatible with security, sending reinforcements from home or India in the event of an emergency. He alluded to the fact that the Dominions contemplated reproducing a number of divisions from the present very fine military material, but "the adjustment of our relations with them would be undertaken in future months." If the scheme succeeded Britain would have for some years a large latent reserve of trained manhood and ample war material. Germany could not become formidable for a number of years, while France and Belgium, who were organising large military forces, were bound to Britain by ties of friendship and interest which would probably be embodied in military arrangements. Therefore temporarily there was no imminent danger in Western Europe, but the time might come when a revival of the military strength of Germany or Germany and Russia combined might necessitate a drastic revision of arrangements.

Concluding, Mr. Churchill re-emphasised that Britain alone among the nations had abolished conscription, resulting in a limitation of her military power. "She will have to do her best with the forces at her disposal to discharge her duties to the Empire, and should any great emergency arise she must trust the Fleet and Air Service to give time to bring the might—irresistible might, as has been proved—of Britain into the field."

In the House of Commons the Army Estimates Vote was agreed to by 215 votes to 52.

WAR PRISONERS.

London, Feb. 23.
In the House of Commons, Mr. Bonar Law, replying to Mr. Hume Williams, said no alteration had been made in the provision of the Peace Treaty for the trial of war prisoners and confirmed this morning's announcement that the Allies had decided to postpone temporarily the immediate execution of the provision. He assured the House the Allies intended to make certain all evidence brought for prosecution was properly put before the Court and added that Leipzig had been suggested as the venue of the Court.

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Telegraph.**EARLIER TELEGRAMS.****WAR FORTUNES TAX.**

London, Feb. 24.

The Select Committee on the taxation of war fortunes has opened its investigations under the chairmanship of Sir William Pearce. The principal witness is Sir John Anderson, chairman of the Board of Inland Revenue, who estimated the cost of the scheme would be one tenth to one fifth of one per cent. on the amount collected. He anticipated the tax would be paid to a considerable extent in kind, such as war loan securities, and suggested that provision be made for payments by instalments, liability being assessed at the outset and payments spread over ten years. He thought the valuation would affect 340,000 persons, but many individuals have several valuations on ships, furniture, jewels, estates, etc. Sir John Anderson suggested consideration of some form of "floating charge" which would sufficiently safeguard the interests of the Crown without interfering with legitimate business operations. He considered the tax should not fall exclusively on war profits but also deal with increase in wealth without regard to how such had been brought about. The department could not discriminate between wealth gained by questionable means, wealth accruing simply from the war, and wealth accumulated by exceptional personal effort and self-denial. Asked what sum he expected they would obtain, Sir John Anderson replied £160,000,000.

AMERICA AND THE TREATY.

Washington, Feb. 21.

The first vote on the Peace Treaty since November was taken in the Senate to-day. It resulted in the defeat by 38 votes to 22 of a motion by Senator Hitchcock to amend the Republican reservations so that joint resolutions by Congress would be required for notice of withdrawal of the United States from the League of Nations.

Washington, Feb. 22.

The Senate rejected by 23 votes to 32 a motion to change the Lodge reservation regarding the withdrawal of the United States from the League of Nations. The Republican irreconcilable opponents of the Treaty voted with the Democrats. The Senate then readopted by 45 votes to 20 the original reservation.

The outcome of the vote on Senator Hitchcock's motion mentioned earlier is generally interpreted as likely to tighten the treaty deadlock.

CONSTANTINOPLE.

London, Feb. 22.

The question of the Turkish retention of Constantinople, which is arousing lively public interest, was the subject of many sermons to-day. The well-known preacher Doctor F. B. Meyer suggested that the only safe course would be to apply to the Sultan the same policy as applied to the Pope, namely to deprive him of all temporal power in Europe but allow him to remain in Constantinople as supreme head of the spiritual interests of the Moslem world. This would rid Europe of the presence of a perpetual menace to its peace and meet the Moslem contention to retain Constantinople as the spiritual metropolis.

THE GERMAN ARMY.

London, Feb. 24.

In the House of Commons, replying to questions Mr. Churchill opined that the Peace Treaty arrangement with regard to the reduction of the German army would be generally adhered to, but the whole subject had to be watched daily by the inter-Allied Commission headed by Marshal Foch. He was confident the Commission would safeguard the full execution of the Treaty. Hitherto there had been no recalcitrancy on the part of the German Government, who were carrying out to the best of their ability a great many clauses which must be most obnoxious to them.

EUROPEAN PROBLEMS.

London, Feb. 23.

The Supreme Council has arranged an early discussion with experts on the problem of high prices and European rates of exchange.

ROSTOV RECAPTURED.

London, Feb. 22.

The War Office announce that the volunteer army mentioned on Feb. 20 has recaptured Rostov and made prisoner 1,500 men, capturing 20 guns and a quantity of war material.

FLYING TO KHARTUM.

Cairo, Feb. 22.

A new Vickers-Vimy aeroplane, to which the engines and other equipment of the Silver Queen were transferred, started for Khartum early this morning.

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SOME NEW USES.

The X-ray to most of us conjures up visions of white-robed nurses, surgeons, and hospital operating rooms. But to-day the X-ray, discovered by Wilhelm Konrad Rontgen, in 1895, gives promise of becoming one of the world's greatest and most useful accomplishments. No longer is the X-ray confined alone to hospital and physicians' diagnostic requirements, but it has been used in the past few years, especially during the world war, for many hitherto undreamed-of purposes. In fact, one could write a book on the X-rays and their industrial applications, which would read like a romance. They greatly aided the Americans in the last few months detecting the presence of infernal machines in bales of cotton. During the making of munitions the X-ray was used to show the amount of powder in the shell, how it is loaded, etc., and the same is true also for bullets. A different shadow was cast on the X-ray plate or fluoroscope for each different material so that differentiation between each substance is readily possible. Defects in the loading and assembling of shells were frequently detected in this way, thus preventing misfires and premature explosions, with a possible large loss of life.

CONCRETE SHIPS.

Concrete ships have been rapidly coming to the fore of late years, and were developed to quite a large extent during the war. No matter how expert the inspectors on such hulls may be, they cannot tell in any case how the interior of the concrete structure looks, especially the steel reinforcement bars, which may have become bent or misplaced during the pouring process. With the use of the special portable X-ray outfit, a bent or misplaced steel reinforcement or an air-pocket, either of which would constitute a serious, although unnoticeable weakness in the hull, can be detected. For such large area X-ray examination a fluoroscope is invariably used, and not the photographic plate.

Then, again, how many railway accidents have been caused by defective car wheels? Many of them, if the truth were known. And why is this? Simply because the wheels appeared to be all right, and withstood possibly a fair mechanical test, but inherently they possessed a weakness, perhaps in the form of air-pockets or invisible cracks caused by strains in cooling when they were cast, etc.—defects which only the X-ray can and does detect at once in a minimum of time.

For such purposes an X-ray is used which is specially made for that kind of thing. The X-ray tube, together with exciting spark coil, batteries, etc., are placed in a portable carrying case, which can be placed behind the car wheel or other objects. The fluoroscope, or, in special places the X-ray plate in the light-proof holder, is placed before the car wheel or other object. A few seconds' exposure gives a "skisograph," or X-ray photograph on the plate, which is afterwards developed and printed; or the image may be, and is generally, examined on the negative, no print being made. Of course, if the fluoroscope is used for direct viewing the object under examination, then the object is seen clearly at once, and various parts of it examined by moving the fluoroscope over the surface.

DETECTING FORGERIES IN ART.

Even the field of art, including cubist paintings, has been invaded by the mechanistic X-ray tube with its prying eyes, the discerning powers of which will not be denied. To the scientist and his X-ray tube must come the artist or the art connoisseur with his ancient and almost priceless Rembrandt, Van Dyke, Corot, or Blakelock, the authenticity of which may be in doubt. A number of notable forgeries in supposedly valuable paintings have been detected by the scrutinizing X-ray.

There are many other industrial uses of the X-ray which space does not allow to mention here; but among them we may mention the X-raying of steel and copper ingots to analyse the structure and to detect flaws, and of coal for the purpose of extending our knowledge of geology—"Electrical Experimenters."

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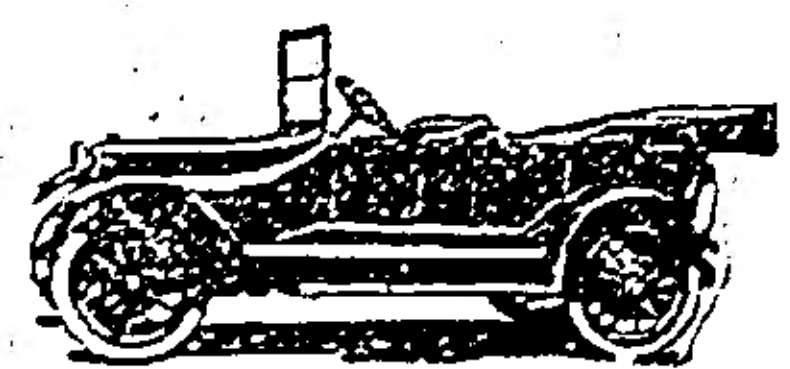
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The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 27, 1920.

EDUCATION IN THE BRITISH ARMY.

To say that the world comes to wisdom slowly is a platitude, the recognition of the truth of which has driven some to despair, many to opportunism and a few to seek the light by means of the better organisations of education. Until quite recently experiments with this much used but little understood term have too frequently resulted in the "privileged classes" being fed during their school-days on a diet of facts, presented in such a form that only the strongest mental digestions have subsequently recovered sufficiently to seek for knowledge, whilst a starved proletariat has been appeased with a thin veneer of "learning" which sufficed to make the average product of our Board Schools think of himself but not for himself. The ages of 19 and 14 have too often marked the respective limits for the mental development of Peer and Peasant. By a quaint irony of fate it has fallen to the most conservative institution of the most conservative nation to inaugurate the first serious experiment in adult education. The British Army has adopted the principle that the rank and file, during their seven years with the colours, are to be educated both in general and technical subjects against their return to civil life, whilst the regular officer is to be responsible for this "Civil" training just as much as he is for the Military training.

The objects of education in the Army at the time of the Armistice, constituted as it then largely was of officers and men who intended shortly to return to civil life, is sufficiently obvious. The advantages to be gained by introducing a similar system into the Post-War Regular Army may however need some slight elaboration. In the "good old days" a soldier at the end of his seven years' service with the Colours was returned to his sorrowful relatives, who, having read him the parable of the prodigal son, passed him on to a cynical labour market, which informed him that he was a "drum" and put him, if he was lucky, to menial tasks. The result was that the "respectability" of the military calling was regarded as at least dubious by a large proportion of the population, and in consequence the recruit who presented himself at one end of the avenue of Army life was too often of a low standard physically, morally and mentally, whilst the trained soldier who emerged from the other end, however much he may have gained in character by his study of the profession of arms, found no demand for his talents in the industrial world and little opportunity of impressing his improved morale on society at large. The remedy for this state of affairs was obviously, to utilise some portion of the soldier's spare time—of which he has a considerable amount—whilst in the Army, in order to prepare him for his return to civil life. The object being to turn him into a good citizen and an educated man, trained also to a trade, whereby not only the individual but also the nation as a whole may benefit. The immediate difficulty is the provision of sufficient trained teachers to ensure even a beginning being made. To meet this it is proposed to amalgamate the old Corps of Army Schoolmasters with the pick of the Officers and N.C.O.'s who have been engaged since the Armistice on education work, thereby forming an educational Corps, representatives of which will in future be attached to each Unit in the Army, and act as advisers and assistants to the C.O. in educational matters. Their numbers will not however be sufficiently large to admit of these specialists undertaking the whole of the actual teaching, and accordingly other steps have to be taken to fit the Regimental Officers for the task of training their men. To meet the need for the immediate training of instructors (i.e. Regimental Officers) two schools have been established, one at Bedford and the other at Newmarket, directly under the control of the War Office; educational training is being introduced into the curriculum of both Sandhurst and Woolwich; and an educational certificate will in future be required by all officers before they are promoted to the rank of Captain.

As to the subjects to be taught, outside the recognised elementary standards, the widest possible choice will be allowed the soldier both as regards subjects of general education (non-vocational training), and technical subjects (vocational training). Experience may show that the first part of his career in the Army will be chiefly occupied with the former, whilst the training which is to determine his choice of a trade on leaving the Army may better be concentrated into his last two or three years with the colours, even to the extent of finally taking him away from his unit for a few months to serve a period of apprenticeship in some large business or works. Much has already been done and still more remains to do. Organisation, experience, and above all, goodwill must combine before the full results on the Army, and still more on the nation, become visible. It is a great adventure of the spirit, beset by many difficulties of detail which will require time and patience to overcome. But in the end these will be overcome, and there will go forth over the whole world the repercussions of this experiment which has helped again make England merrier, not with the empty laughter of the patron of the "Movies" and the student of the Gutter Press, but with the full humour of sane men, who see themselves in their proper proportion to the universe, and are satisfied.

NOTES & COMMENTS.

GOLFING DANGERS.

A recent accident on the golf course at Happy Valley, whereby a Service man suffered the loss of an eye, has revived the argument in many quarters for some rearrangement of the sporting schedule so far as it affects the Valley. The case to which we have referred was a sheer accident and not the least blame can be laid on the shoulders of the player, who was deeply concerned at what occurred and is making every possible reparation. We can and do thoroughly sympathise both with the player and the person hurt. The point we desire to drive home is that so long as the present arrangements hold good, there will always be a danger of serious accidents occurring, no matter how careful a golfer may be or how watchful other people are. It would probably be a hardship on many people, especially ladies, if golf were entirely prohibited at Happy Valley, though that is what it may have to come to unless some other means of reducing the dangers are found. A stretch of ground, the centre part of which is used for other sports, such as cricket and football, is no place for a golf links—at least, the course should not be used whilst these other forms of recreation are going on. So we sincerely trust that this matter will at once be gone into, with the object of devising some scheme by which the possibility of serious accidents will, if not made impossible, at any rate be reduced to a minimum. Perhaps the case would be met if the Happy Valley course were only open to golfers in the mornings.

A COMING FIGHT.

Local sportsmen are just now debating the probable result of the coming fight between Kerrison and Bux, which is to take place a week from to-day. A really fine contest is looked forward to. But if Hongkong is interested, so is Manila, to judge by the papers to hand. One of these says a deal about the recent fight between Bux and Dencio Cabanala, which the former Hongkong man lost on points. Many sportsmen had apparently predicted that Bux would not last a round, but in point of fact he went the whole eight and was said to be doing better in the last round than in the first. Here is how one of the Manila papers puts it:—"Instead of being a plucky champion, Iron Bux fought him to a fare-you-well. True, he lost the decision, but it was a hairline decision, with one of the judges voting in favour of Bux. Of the other two, one judge gave Dencio the fight by two points. Mentioning the coming contest with Kerrison, who is referred to as the 'well-known British battler' and as 'a tough hombre,' the same paper says Bux is confident that he can take Kerrison's measure, adding 'if he trains as faithfully for this fight as he did for his fight with Dencio, our money is on Iron Bux. All of which is intensely interesting to the boxing fraternity. Now we know what Manila thinks of Bux's chances, anyhow."

LOANS FOR HOUSEBUILDING.

We have heard much of late in Hongkong in favour of the idea of the Government advancing loans to individuals for the purpose of building their own houses. So it will be of interest to take note of a project which is now in operation in Canada. We read that in Winnipeg, the Municipal Government has appointed a Housing Commission possessing both the authority and the money to help people who wish to own their own homes. This is how the scheme operates:—A man decides to build a house. He may pick out a lot in any part of the city in which he chooses to live. Then the Commission will loan him 85 per cent. of the total cost of his new home. It takes a first mortgage, and it will be up to him to pay off the debt in 20 years at the rate of £7.13 per month, which includes interest, on each £1,000 borrowed. But he can pay off the debt any time before the 20 years are up, without notice. It works this way: The man has \$450. He goes in for a \$3,000 house and lot. The Commission loans him at once \$2,555, or 85 per cent. of the \$3,000. And as soon as labour can do it, he has a home. Paying \$7.13 on each \$1,000 he borrows, he hands the Commission each month \$18.18.

DAY BY DAY.

UNSHARED PROSPERITY FALLS AND PINES AND CARRIES NO BLESSING IN IT.—*Martinez.*

There was a clean bill of health returned in Hongkong yesterday.

To-morrow evening (Saturday) Messrs. Wisemans are holding one of their popular dinner dances.

To-morrow's Pictorial Supplement will contain a number of illustrations of the Marathon Race, including the start, the finish and the presentation of prizes.

We are asked to remind shareholders of the Hongkong and Shanghai Banking Corporation that the Bank's Meeting takes place to-morrow at noon at the City Hall.

Representatives from each team entered in the Hongkong Basketball League are requested to attend a meeting to be held at the Chinese Y.M.C.A. to-day at 5.30 p.m. One representative from each team is required.

The two Chinese who attempted to commit suicide by jumping into the Harbour from the Praya at West Point were to-day bound over by the Magistrate. They "will never do it again," as a promise to this effect has been given to the Magistrate by two friends who are prepared to furnish a guarantee for the defendants' good conduct in the future.

The activities of a Chinese tramp in the Wanchai district early this morning were placed under close examination by a district watchman who was at length rewarded for his zeal. He arrested the man at the back of Lun Fat Street, and collected sufficient evidence to prove that the prisoner was a "rogue and vagabond." Near the place where he was arrested, were found certain marks on the wall which went to show that an attempt had been made by the man to scale it. Mr. J. R. Wood this morning ordered him to go for six weeks.

CRICKET.

I.R.C. v. R.E. & I.A.

The following will represent the I.R.C. in their League fixture against the R.E. & I.A. on the former's ground, on Saturday at 2.15 p.m.—A.H. Rumjahn, G.C. Earle, S.H. Ismail, A.A. Rumjahn, D. Rumjahn, M.B. Suffad, E.A. Moosden, N.M. Bux, S.M. Moosden, and E. Haroon.

CIVIL SERVICE 2ND v. C.R.C. 2ND.

The following players will represent the Civil Service 2nd XI in their match with the C.R.C. 2nd XI on the latter's ground on Saturday next:—E. T. Crocker (Capt.), S. E. Alderman, F. Bacon, H. F. Bevan, H. S. Burden, A. R. Duncan, E. C. Fincher, W. Hill, G. T. Ringht, G. H. Prercy and H. W. Sandford.

FOOTBALL.

I.R.C. v. SOUTH CHINA "B."

The following will represent the I.R.C. in their Second Division League match against the South China "B" on Saturday, on the Military Ground, kick-off at 2.30 p.m.—A. O. Madar, M. S. Hartman, B. A. Hyder, S. A. R. Ismail, A. Salleh, E. Moosden, A. G. Markar, O. Rumjahn, A. L. Andree, S. Rumjahn and G. Mahomed.

UNITED F.C. v. CLUB DE RECREIO.

The following will represent the United Athletic Club in a League match against Club de Recreio on Saturday, February 28th, at the Naval Ground, kick-off at 2.30 p.m.—W. McLeod, A. E. Simmons (Capt.), and K. A. Mason, J. Leonard, D. Liang and C.H. Blake; H. George, F. Brown, E. Fincher, G. Millar and G. Chubb. Reserves:—C. S. Rosselet and W. M. Mason.

SHIELD COMPETITION.

Besides the match to-morrow between Kowloon and St. Joseph's, the following Shield fixtures have been arranged:—Saturday, March 6.—At 2.30 p.m., South China v. H.M.S. Hawkins, at 4.30 p.m., Hongkong F.C. v. H.M.S. Tamar.

Wednesday, March 10.—H. M. S. Ambrose v. Hongkong Police; Saturday, March 13.—One of the semi-finals.

The matches must be played on the dates fixed, or the defaulting team will lose the match.

NAVAL NOTES.

Saturday's Regatta will provide some very keen contests between Service Boats. "Ambrose," "Alacrity" and "Hawkins" have several boats entered, especially in the "All Comers" race.

The increase in the Kit Up-keep Allowance is very welcome and productive of general satisfaction. It averages £8 per annum and is in fair proportion to the increased cost of service clothing.

H.M.S. "Cairo" is expected to arrive at Hongkong within the next few days, having been relieved of her northern duties by H.M.S. "Carlisle."

I hear that H.M.S. "Titania," with six "L" Class submarines, has arrived at Port Said from Malta en route to Hongkong.

H.M.S. "Colombo," four Sloops and five other small craft on passage to the China Station have arrived at Malta. One of the sloops is expected to relieve H.M.S. "Cadmus," which is shortly paying off.

H. M. S. "Curlew," a Light Cruiser of the "Ceres" Class, is completing at Chatham and will commission in April or May for Service on the China Station.

The China Squadron is expected to leave Hongkong next month for a Northern cruise and to carry out the usual Fleet Exercises.

The delay in the arrival of mails from England is very keenly felt, and whoever is responsible for the present deplorable state of affairs deserves the blessings (?) one hears uttered in all quarters.

The review of the men of the Fleet on the Dockyard Parade Ground on Tuesday last by Vice Admiral Sir A. L. Duff, K.C.B., Commander in Chief of the China Station, was most impressive and conveyed in no uncertain fashion a true realisation of the sterling material contained in the personnel of His Majesty's Fleet.

I am informed that the Chief and Petty Officers Social Club of H.M.S. "Hawkins" is entertaining the Senior N.C.O.'s of the Wilts Regiment on board on Sunday next, also that the Junior ratings of "Hawkins" are giving a dance this (Friday) evening at the Seamen's Institute.

It is a great pity that the Navy at Hongkong has no suitable place on shore wherein to entertain the R.N. Canteen of course being quite out of the question, but with the progress of the various Social Clubs, and their amalgamation, there is no doubt that the difficulty will soon be overcome.

I had the pleasure of reading earlier in the week an article on the dollar concession as applied to H. M. Navy, which wound up with an inference to the effect that Accountant Officers R. N. had executive powers in regard to the method of working and applying the dollar concession. This is not the case, the Admiralty having issued definite instructions on the matter which have to be complied with. I have every sympathy with the writer of the article in question, particularly towards the end of the month, when my whack of the concession (?) has failed to stand the test of the present value of the dollar.

How to decide the championship of the United Services League promises to be a conundrum difficult of solution satisfactory to all participants. It would appear that departure from Competition and F. A. rules is the principal cause of the present difficulty, and as my desire is to assist and not to emulate uneducated writers and hinder by scurrilous criticism, I have no hesitation in repeating a suggestion made to me, to the effect that if all the games are not concluded this season, the decision as to the Championship should remain in abeyance, until they actually have been played, whether this season or next.

The Northern cruise will probably re-introduce the Squadron Challenge Shield Competition, so we can look forward to plenty of "Soccer" throughout the year.

DAVY JONES.

KOWLOON NOTES.

(BY "THE FERRYMAN.")

Kowloon took a very lively interest in the Marathon Race—at any rate the Indian troops stationed on the peninsula did. And they did wonderfully, too. Not only did these Kowloon soldiers walk off with the first six prizes. They captured fifteen of the twenty cups offered!

On the same day, the Kowloon footballers were trying hard to win the Second Division Championship, and they only just failed. They suffered their only defeat of the season through the Navy winning by one goal to nil. The Navy players have had a fine record, not a solitary goal being scored against them in the Competition. Kowloon's hopes are now centred in the Shield Competition. Would it if they'll manage to overcome St. Joseph's to-morrow?

A Kowloon resident was talking to me the other day about the children's playground. He said it was a disgrace, and that as there is no caretaker in charge of it, coolies are seen there in greater number than children, adding that he never permitted his little ones to go there now.

I have an idea that when the playground was originally provided, there was a man placed in charge of it and only Europeans were allowed inside the gates. That's as it should be. The fine shelter which has been erected on the ground is, under present conditions, nothing but a waste of money. The sum it cost was never voted for the purpose of providing coolies with a place to sleep in. But that's what it's used for nowadays.

This man to whom I was talking said he would be willing to pay his share towards properly equipping the playground with swings, sandbanks, see-saws, etc., if the place is reserved for European kiddies. But that's the Government's business, surely. In Shanghai, the Municipality does these things.

Anyhow, it's high time the authorities remembered the existence of this little plot and made some arrangements whereby it shall be made solely available to those for whom it was intended. The summer's coming soon. Can't the matter be dealt with before then?

The articles recently appearing in the *Telegraph* on the housing question, together with Mr. Humphreys' opinions, have been greatly talked about in Kowloon. The general opinion is that Mr. Humphreys has made out no case for the threatened increases in rents. If he can show that his Company's houses, quite apart from the other operations of the Company, are not giving a good return, tenants would be quite willing to bow to the inevitable.

I'm strongly in favour of a Fair Rent Board, and I sincerely trust that the Government will appoint one without further delay. If it does not hesitate to control rice, why should it have any qualms about controlling rents? Reasonably rented houses are as much a necessity to the community as is cheap rice. But if there is to be rent control let's hope the Government won't bungle it as they did rice control!

I hope that the Kowloon Residents' Association will keep pugging away on this housing question until some relief is secured. When is the Government going to start building those flats and houses for the public?

Mr. Pollock, I see, or rather the Constitutional Reform Association, has begun to wake up to the necessity of action on this subject. This body has slept on the question for a whole year, and now it's asking tenants to do what many Kowloon residents have already done—point out the hardships they are suffering.

The Kowloon Residents' Association had only been in existence a few days when it received petitions on this subject from oppressed tenants; and it immediately got busy on the matter.

I look upon this C.R.A. move as an attempt to steal the thunder of the K.R.A. If Kowloon tenants have any grievances, I should say the right people to bring it to the notice of are the members of the Committee of the K.R.A.—not the C.R.A. Still, it's better to have two bodies working for the same object than one—even if one of them is a little late in the day.

TO-DAY'S MISCELLANY.

In view of the probable issue of 5s. currency notes in the near future, it is interesting to speculate in what place the silver crown-pieces are hidden. Any one possessing one of these unwieldy coins might keep it as a souvenir, for no crown-pieces are ever likely to be issued again. None has been struck during the reign of King George V., it being more than 30 years since the last 5s. piece was made.

In a remarkable book recently published by John Lane, Lieut. E. H. Jones gives some thrilling particulars of the methods by which he and a companion, Lieut. C. W. Hill (who supplies the illustrations to the volume), escaped from captivity as prisoners-of-war to the Turks. One of their methods was to take up spiritualism, and the success of the trickery which they practised under this heading was quite wonderful. In his preface Mr. Jones remarks: "We do not know if such a thing as a genuine medium exists. We do know that, in the face of the most elaborate and persistent efforts to detect fraud, it is possible to convert intelligent, scientific, and otherwise highly educated men to spiritualism by means of the arts and methods employed by mediums in general."

The growing popularity of the "manly art" makes us wonder (says the *Daily Chronicle*) if some of our athletic women will now give an exhibition of their boxing skill. Such bouts were quite popular less than a couple of centuries ago, and the challenges sent out by some of these Amazons now make interesting reading, as, for example, in 1721, when Ann Field, a Stoke Newington ass-driver, challenged Mrs. Stokes, "European championess," for a purse of £10. "Fair rise and fall." To this the "championess" replied: "As the famous Stoke Newington ass woman dares me to fight her for ten pounds, I do assure her I will not fail meeting her for the said sum, and doubt not that the blows which I shall present her with will be more difficult for her to digest than any she ever gave her asses." As Portia would say, "Good sentences and well pronounced."

Now that economy is so strenuously preached on all sides, it seems odd that a London fashion artist should attempt to revive point-lace cravats and other male vanities of the eighteenth century. As things are now, the average man spends considerably less than the average woman on clothes, but 150 years ago there was little to choose between the two sexes in this respect. Men of the moneyed classes then wore ribbons, lace, embroideries, and jewellery in as large quantities as women. A "dresy" man of the period could hardly manage with less than six summer and six winter suits. These would cost from £100 to £200 apiece, without including the gold or silver buttons or the lace. Silk stockings, too, formed expensive items in men's wardrobes, likewise their lace ruffles, and they scattered diamonds and pearls about their clothes and shoes in lavish style.

From Sir Charles Dilke's diary it appears that the Congress of Berlin occasionally furnished incidents as amusing as any of those described in Mr. J. M. Keynes's "eye-witness" account of the Great War at Paris. On December 11, 1878, Dilke writes: "Attended a dinner at Sir William Harcourt's, the guests including the Russian Ambassador, who had been one of the Congress of Berlin. Schouvaloff gave us a fancy picture of the whole Congress. At last he came to Salisbury, who, according to him, spoke bad French. He made him coin an extraordinary phrase, at which he himself, all the French, and Gortchakoff shrugged their shoulders with one accord. Lord Salisbury turned fiercely round, and asked what was the matter with it. Saint Vallier replied that there was nothing the matter with it, except that it was not French. 'Not French?' exclaimed Lord Salisbury, and rang the electric bell in front of him. When the door was opened he said, 'Fetch Mr. Currie.' Philip Currie appeared at the door, bowing deeply, whereon Lord Salisbury read his phrase to him, and said, 'Mr. Currie, is that good French?' to which Currie replied, 'Excellent French, my lord.' Salisbury then turned to the French men, and said, 'There!'

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SMALL POX IN CALCUTTA.

HEALTH OFFICER'S
WARNING.

Calcutta, January 22. — The Health Officer of the Calcutta Corporation, in a note on the preventive measures adopted in dealing with the present epidemic of small-pox, says the epidemics in Calcutta tend to recur at intervals of four or five years. It is going to be severe, or quite as bad this time as the outbreak of 1915, if not worse. In 1915 there were 10,000 cases and 2,500 deaths. If this epidemic assumes similar proportions, in addition to the thousands of cases, there will be from 50,000 to 100,000 cases of infection, as only a small percentage of cases are treated in the hospital and it will be impossible to avoid being exposed to infection, so that if one is susceptible he will contract smallpox.

Vaccination and revaccination alone will protect people, and vigorous vaccination has been started on a well-organised basis. Special arrangements are being made for the vaccination of University students and school children.

The Health Officer then refers to the provisions made for the extra hospital accommodation and convalescent homes, and concludes that a large supply of medical oil has been prepared and is being distributed free of charge. The use of this preparation tends to lessen the spread of infection. Amongst the cases treated at home it is not being used as freely as it ought to be.

Calcutta, January 23. — A further sharp rise in the smallpox mortality occurred in Calcutta during the week ending 17th January, 185 deaths being reported. The mortality from this cause rose steadily from 47 to 185

DAY BY DAY.

Sir Alexander and Lady Hosie arrived by the Glenavy this morning and are putting up at the Hongkong Hotel.

The personal effects of the late Sergeant Woolford and Deyney were disposed of by Auction at the Central Police Station compound this morning.

We are asked to state that papers, magazines &c. which can be spared for the use of the R.G.A. and other details who are embarking for Home about the 16th March, will be very gratefully received. Nearly all the men are R.G.A. "duration of war" men, going home to be demobilised. Papers &c. should be sent to the Adjutant R. A. at Victoria Barracks.

CADET CORPS.

Orders for the Cadet Company, by Lieut. A. O. Brown, state:—Parades.—All Sections, Band and Instructors at Headquarters on Monday, 1st March, at 5.15 p.m.
N. C. O.'s and instructor at Headquarters on Thursday, 4th March, at 5.15 p.m.
Church Parade at St. Andrew's Church Kowloon, on Sunday 7th March. Uniform; caps and belts. Band with instruments. Call in by Kowloon Railway Station at 10.40 a.m.

during the last four weeks. This rapid rise in the last two weeks in succession, compares very unfavourably with the 1915 epidemic, which was almost stationary during the corresponding period.

CORRESPONDENCE.

[To the Editor of the "Hongkong Telegraph"]

A FOOTBALL QUERY.

Sir.—Apropos R.P.O. Henry Berkinshaw's reply to "Swindonian" of yesterday's date, will he please answer the questions that were asked, and not evade them, as he certainly has done?

If by gaining time and thereby soliciting information to secure answers to the questions already stated, I have others up my sleeve of a more direct nature than those already asked.

Names and addresses of "Swindonian" and his informants will be given when the occasion permits, or when a climax has been reached; till then I would ask Berkinshaw of the Ambrose to search his memory and answer what is asked.

Yours etc.

SWINDONIAN.

Hongkong, Feb. 27, 1920.

OVER-ZEALOUS
LUKONG.

If the zealous efforts of Lukong No. 51 were employed in a better cause, it would not be long before we should see him in the newly created post of native Inspector. As it was, the *comp* which he effected in Wellington Street, at about 11.30, this morning, had all the glory taken out of it by the fact that the persons he arrested were harmless individuals—an old decrepit woman and her three little relatives, one of whom was blind. Evidently they had been arrested for the heinous crime of earning a living in the streets by singing and playing music. Lukong 51, with commendable promptitude, swooped down upon them, and a satellite who accompanied him was given instructions to bundle the old woman and three little girls into one chair that he might not experience any difficulty in bringing his prisoners to the Police Station. The manner with which the satellite complied with the instructions was to brutally push the woman and three girls, in spite of their protests, into the chair. In this limited accommodation, they were transported with due *chut* to the Central Police Station. On the way, the chair coolies, in an undertone, had some personal remarks to offer in regard to the stupidity of the policeman whose mind was not bright enough to guide him to the simple idea of engaging an additional chair.

KOWLOON DOCKS.

DIVIDEND AND BONUS.

Subject to final audit, the Directors of the Company will recommend at the forthcoming annual general meeting of shareholders the following distribution of the profits for the past year viz:—

To pay to shareholders a final dividend of \$4.00, per share and a bonus of \$7.00 per share, making \$11.00 per share for the year 1919.

To write off Buildings and Plant, ... \$671,316.38
To transfer to reserve account, ... \$750,000.00
To pay a bonus to staff, \$96,000.00 and carry forward about ... \$900,000.00

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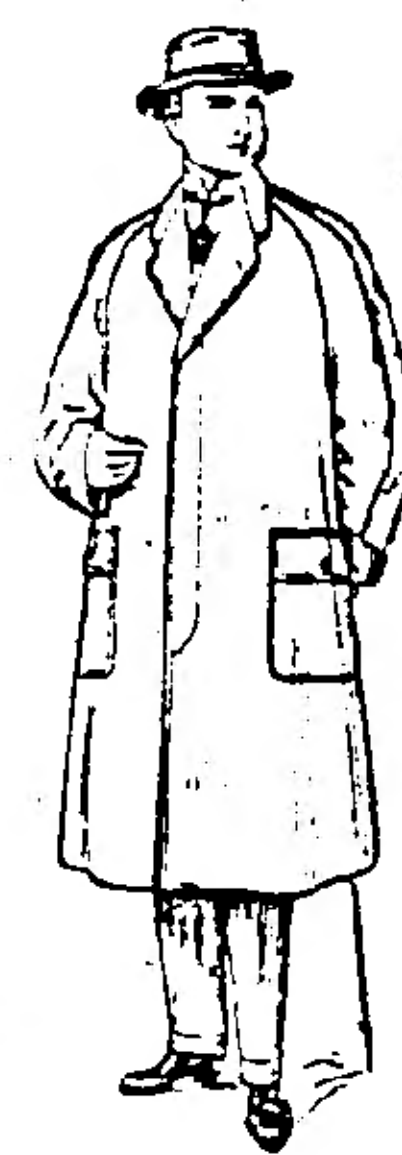
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Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Monteagle	June 4	June 28
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
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SHIPPING NEWS.

DEMURRAGE ACCOUNT OF STRIKE ON WHARVES.

During the time of the long-shoremen's strike, the Traffic Bureau was engaged in correspondence with the United States Shipping Board in connection with the question of demurrage accruing account of such strike. John Barton Payne, Chairman of the Shipping Board, has written the Traffic Bureau under date of December 30, 1919, stating that the question of demurrage has received very careful consideration from the San Francisco and Washington offices of the Shipping Board. The result of this consideration is that the Pacific Coast operators of Shipping Board vessels have agreed to stand demurrage where they are liable, the railroads to assume the disability where neither steamer nor railroad is at fault, and that settlement will be made on this basis. Mr. H. H. Eby, local representative of the Shipping Board, has been instructed to guarantee demurrage to the Board of State Harbour Commissioners where steamers are considered responsible for same. Mr. Payne further states that Mr. Eby will be glad to discuss the question of liability with parties at interest.

TRANSPORTS NOT FOR SALE.

The Government has refused to sell the transports Great Northern and Northern Pacific to the Admiral Line, according to word received here, says the *Manila Bulletin*. Uncle Sam has put up the bars on the sale of the two big ships and will not release them at any price. The Admiral Line has been dickering with the Government for some months for the sale of the two liners and the steamship company proposed to use them in the coastwise service between Seattle and Los Angeles, but the late news that the Government is unwilling to sell means that the Admiral Line will build two ships for the Pacific coast trade. The local office of the line has been waiting for many months for word that two or three passenger ships will be allotted for Pacific Coast-Oriental trade and it now seems feasible that a couple of the 12 new Shipping Board passenger-carrying ships being built on the eastern coast of the United States will be chartered or bought by the line for service between Manila and Seattle. The new ships are capable of carrying 249 first class and 300 third class passengers and have eight cargo hatches. Word is expected here soon that the Admiral line is sending out the first vessel of the new oriental fleet.

RELIC OF SOUTH POLE EXPEDITION.

When Sir Ernest Shackleton gave his lecture in the Royal Albert Hall, London, on his South Pole Expedition with the "Endurance" and Aurora, one object on the platform which attracted attention was a large lifeboat which served as the life preserver for the brave explorer and his gallant band. This lifeboat has an interesting association with Liverpool on account of the fact that for many months past it has been lying in one of Messrs. H. and C. Grayson's Mersey shipyards, many of those who passed it daily not knowing its great part in a historic event. The interest that attaches to this lifeboat is that when the exploring party were engaged in their perilous work the "Endurance" was "nipped" by the ice, and the 30 men on board had to leave her, and landed at Elephant Island. They had preserved three lifeboats from the ship, and they chose the best of the three, in which Sir Ernest and five of his men made a passage of 800 miles to South Georgia Island, where they reported the condition of their comrades, and assistance was quickly forthcoming by which all the men were rescued. Naturally Sir Ernest and his men placed a great value on this boat which had performed such good services for them and it was brought home to England eventually reaching Liverpool, where it found a resting place at Messrs Grayson's yard.

"ONLY DID DUTY."

Berlin, February 6.—Field Marshal von Buelow told the *Local Anzeiger* that the Germans named in the extradition list only did their duty to the Fatherland. Extradition is an ignominy to which no German would voluntarily submit, he said. He declared that he never would place himself at the disposal of the Entente.

SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SANDAKAN	Hinsang	Sat., 28th Feb. at noon.
STRAITS & Calcutta	Chaksang	Sat., 28th Feb. at 3 p.m.
KOBE	Lalsang	Tues., 2nd Mar. at 5 p.m.
SHANGHAI	Kwongsang	Fri., 5th Mar. at d'light.

CALCUTTA LINE: This line now affords regular sailings to Calcutta, Penang and Singapore returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, returning calls at "Swatow." Through tickets can be obtained and through Bills of lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly of passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having a date accommodation for passengers.

Cargo taken on through Bills of lading for Kadal, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin calling at Wuhaiwei and Chiao.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about 27th February for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI & TSINGTAO	Yingchow	29th Feb. at d'light.
MANILA, CEBU & ILOILO	Taming	2nd Mar. at 3 p.m.
AMOI, SHAI & PUKOW	Chinkiang	2nd Mar. at 4 p.m.
TIENSIN	Huichow	3rd Mar. at 3 p.m.
SHANGHAI	Sinkiang	4th Mar. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidsthips. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong Feb. 27, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiching	A. H. Stewart	FRI., 27th Feb. at 1 p.m.
Haichong	W. C. Passmore	FRI., 6th Mar. at 1 p.m.
Quinnebaug	Medina	SUN., 29th Feb. at 10 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

For NEW ORLEANS.

THE U. S. SHIPPING BOARD

S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight space and particulars apply to:—

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AGENTS.

TELEPHONE 2477 & 2478.

5TH FLOOR Hotel Mansions.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ANDES MARU" Middle of March.
"CELEBES MARU" (Call Marseilles) Middle of April.

CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CANADA MARU" Wednesday, 3rd March.
"TACOMA MARU" Middle of April.
"TACOMA MARU" End of April.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
"SAIGON MARU" Sunday, 7th March.
"GANGES MARU" Middle of April.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MADRAS MARU" Tuesday, 9th March.
SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" Thursday, 4th March.
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" Wednesday, 3rd March.
"ARABIA MARU" Tuesday, 6th April.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Tuesday, 2nd March.
TAKAO via SWATOW & AMOY.

"SOSHU MARU" Thursday, 11th March.
JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—
Y. YASUDA,
Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
CHANGSHA		

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

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Telephone No. 35.

Agents.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "CAPEMAY"

Second Half of February.
Via PANAMA.

S.S. "SACAPORACK"

Early March.
Via PANAMA.

S.S. "HATCHIE"

Middle April.
Via PANAMA.

S.S. "WESTERN CROSS"

Early April.
Via PANAMA.

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PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.

S.S. "VENEZUELA" Saturday, Feb. 28th.
S.S. "ECUADOR" Wednesday, Mar. 24th.

ALSO

The following U. S. Shipping Board vessels
"WEST SELENE" Thursday, Feb. 26th.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FIELDING" Thursday February 7th for Shanghai.
S.S. "CADDOR" Saturday February 28th for Valparaiso via Singapore, Port Swettenham, Penang, Rangoon & Calcutta.

S.S. "LAKE GILPIN" Wednesday Mar. 3rd for Madras via Saigon, Singapore, Port Swettenham, Penang, Rangoon and Calcutta.

S.S. "LAKE CITANO" Saturday March 6th for Madras via Singapore, Port Swettenham, Penang, Rangoon and Calcutta.

Cargo accepted on through bills of lading to Baltimore, Havana, Central and South American ports.

For further information apply to:—

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

SHIPPING.



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Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"CROSSKEYS" About Feb. 27
"WHEATLAND" Mar. 4
"ELKTON" About Mar. 15
"ENDICOTT" Mar. 23

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"MONTAGUE" About February 25th.
"ABERCROMBIE" March 1st.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2473 & 2478

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THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

STEAMER "HAROLD DOLLAR" SAILING DATE.
21st March.

FOR NEW YORK VIA PANAMA.

"MELVILLE DOLLAR" 8th March.

Through Bills of Lading issued to all parts of United States or Canada.
Movements subject to change without notice.

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GENERAL POST OFFICE BUILDING
THIRD FLOORTEL. 795.
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SAN FRANCISCO

DIRECT.

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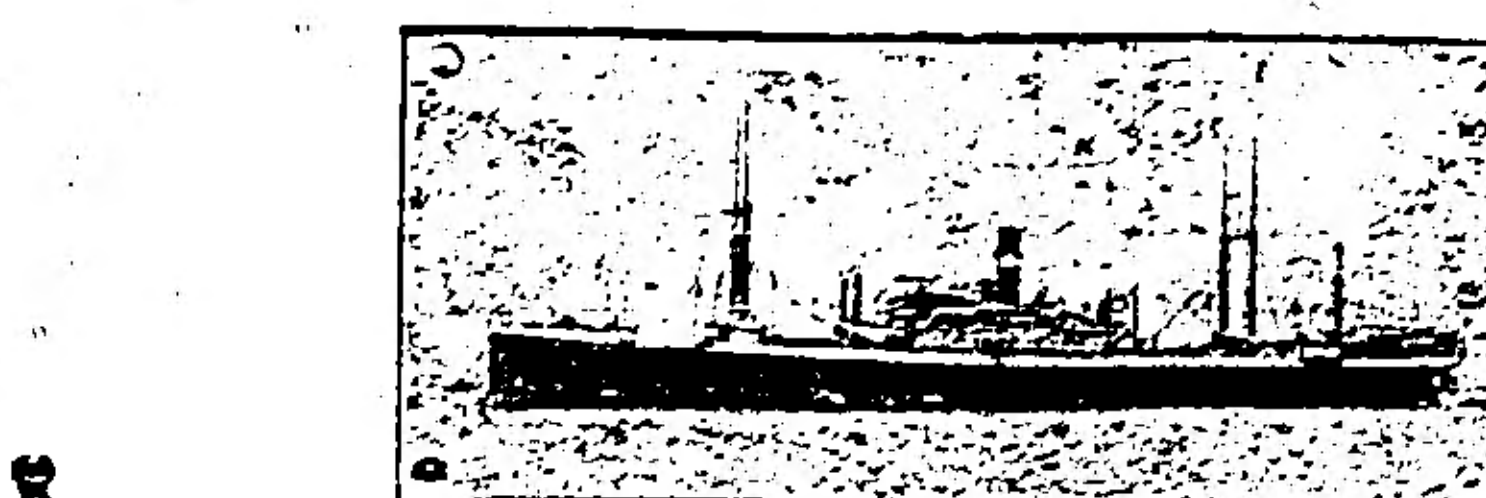
March 6th, 1920

THE ROBERT DOLLAR CO.,

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Gen. P. O. Bldg.
3rd Floor.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikini	Japan	in port	8th Mar.	Java
Tjitoet	Java	27th Feb.	4th Mar.	Shanghai
Tjitaroem	Java	29th Feb.	7th Mar.	Japan
Tjimanoeck	Java	1st Mar.		

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

Monthly Service Between

NETHERLANDS INDIA, MANILA, HONGKONG and SAN FRANCISCO.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

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Java-China-Japan Lijn.

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STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

VIA PANAMA CANAL.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

LLOYD TRIESTINO.

SHANGHAI & JAPAN.

S.S. "PILSNA"

Sailing on or about February 26th.

BRINDISI, VENICE & TRIESTE.

S.S. "PILSNA"

Sailing on or about March 29th.

S.S. "PERSIA"

Sailing on or about March 3rd.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For Japan, S.S. "RIOJUN MARU"

Sailing on or about March 21st.

OCEAN TRANSPORT CO., LTD.

(TANYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

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(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"ANTILLOCHUS" via Suez 1st March.
"CHARLTON HALL" via Panama 20th March.
"JASON" via Suez 10th April.

* Calls Cuba.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

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HONGKONG & CANTON REISS & CO. CANTON.

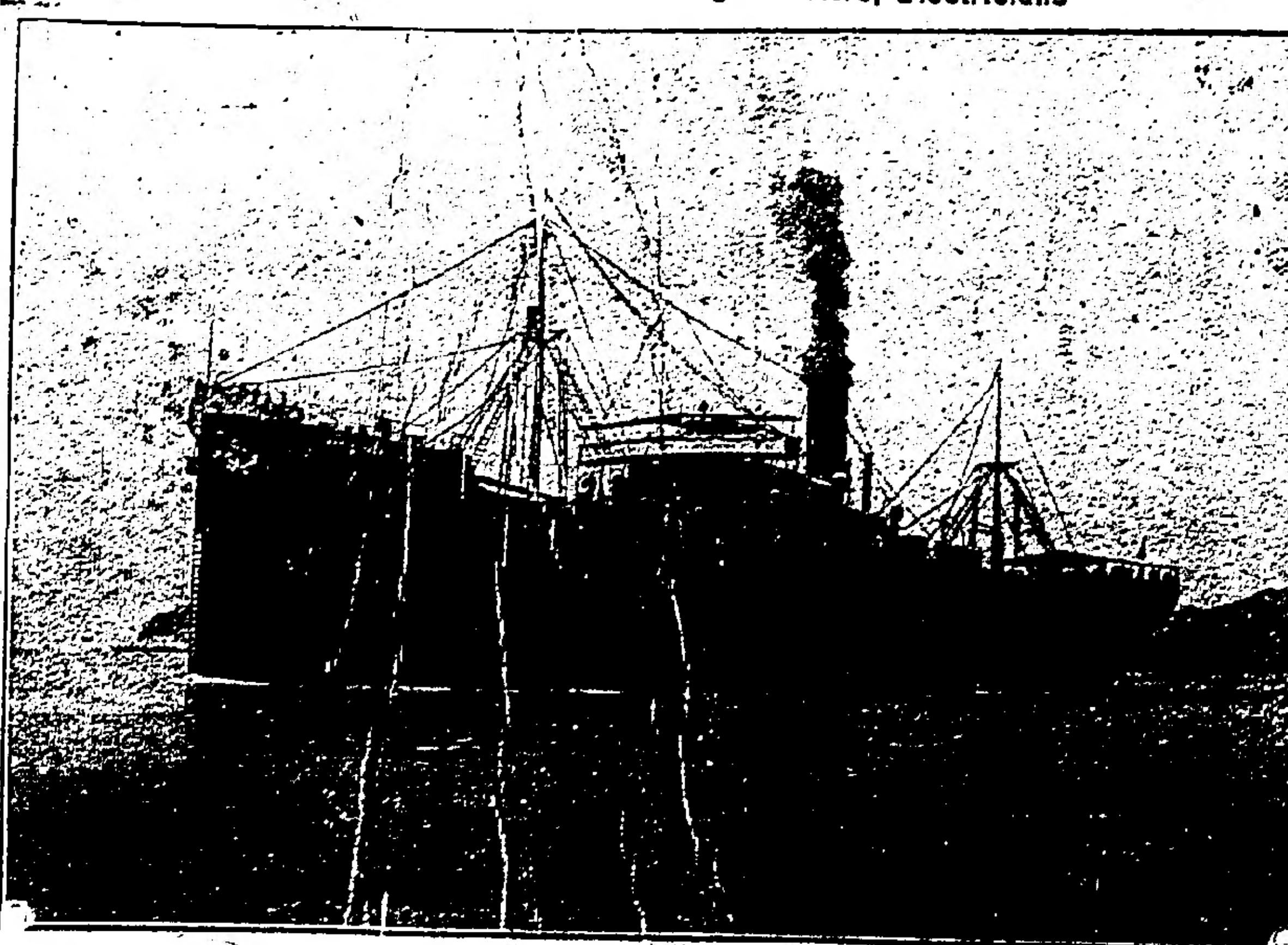
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

VESSELS LOADING.

EUROPE, U.S.A., ETC.

Vessel	Destination	Date
Eastern	P. & O.	Feb. 27
Crosskeys	A. L.	Feb. 27
Wheatland	A. L.	Feb. 29
Hakata	N. Y. K.	E. Feb.
Colorado Springs	S. & D.	E. Feb.
Hathaway	S. & D.	E. Feb.
West Iris	S. & D.	E. Feb.
Indus	O. S. K.	E. Feb.
Tottori	N. Y. K.	B. Mar.
Tajima	N. Y. K.	B. Mar.
Calcutta	N. Y. K.	B. Mar.
Itola	P. & O.	Mar. 1
Antiochus	B. L.	Mar. 1
West Jens	D. & S.	Mar. 1
Nile	C. M. Co.	Mar. 2
Canada	O. S. K.	Mar. 3
Africa	O. S. K.	Mar. 3
Bondowoso	J. C. J. L.	Mar. 7
Atusta	N. Y. K.	Mar. 4
Van Waerwyck	J. C. J. L.	Mar. 8
Melville	D. R. D. Co.	Mar. 8
Abercor	A. L.	Mar. 10
Tenyo	T. K. K.	Mar. 11
E. of Russia	C. P. O. S.	Mar. 11
Changsha	B. & S.	Mar. 12
Sagapack	A. L.	M. Feb.
Cale May	A. L.	M. Feb.
Western Cross	A. L.	M. Mar.
Dunera	P. & O.	Mar. 14
Swazi	B. L.	Mar. 15
Endicott	A. L.	Mar. 23
Fushimi	N. Y. K.	Mar. 17
Elkton	A. L.	Mar. 18
Charlton Hall	B. L.	Mar. 20
Harold D.	R. D. Co.	Mar. 21
Tijima	N. Y. K.	Mar. 21
Nanking	C. M. Co.	Mar. 23
Monteagle	C. P. O. S.	Mar. 23
Tango	N. Y. K.	Mar. 24
E. of Japan	C. P. O. S.	Mar. 29
Toba	N. Y. K.	B. Apr.
Shinyo	T. K. K.	Apr. 1
Siberia	T. K. K.	Apr. 1
Arabia	O. S. K.	Apr. 6
Celebes	O. S. K.	M. Apr.
Jacoma	O. S. K.	E. Apr.
Dakar	N. Y. K.	B. May
Korea	T. K. K.	May. 3

JAPAN, COAST PORTS, ETC.

Vessel	Destination	Date
Yuensang	J. M. Co.	Feb. 27
Muttra	P. & O.	Feb. 27
Chinhua	B. & S.	Feb. 27
Kaifong	B. & S.	Feb. 27
Banri	M. & D. Co.	Feb. 28
Hinsang	J. M. Co.	Feb. 28
Chaksang	J. M. Co.	Feb. 28
Yingchow	B. & S.	Feb. 29
Quinnebaug	D. L. Co.	Feb. 29
Totomi	N. Y. K.	B. Mar.
Wakamatsu	N. Y. K.	Mar. 1
Amakusa	O. S. K.	Mar. 1
Dunera	P. & O.	Mar. 2
Ceylon	N. Y. K.	Mar. 2
Rangoon	N. Y. K.	Mar. 2
Chinkiang	B. & S.	Mar. 2
Tamling	B. & S.	Mar. 2
Huichow	B. & S.	Mar. 3
Laisang	J. M. Co.	Mar. 4
Tjitaroem	J. C. J. L.	Mar. 4
Yokohama	N. Y. K.	Mar. 4
Shisen	P. & O.	Mar. 4
Sinkiang	B. & S.	Mar. 4
Kofuku	O. S. K.	Mar. 5
Kwongsang	J. M. Co.	Mar. 5
Haibong	D. L. Co.	Mar. 6
Saigon	O. S. K.	Mar. 7
Tjimanoeck	J. C. J. L.	Mar. 7
Tjikini	J. C. J. L.	Mar. 8
Nikko	N. Y. K.	Mar. 24
Persia	N. Y. K.	Apr. 19
Suwa	N. Y. K.	May. 2
Kiyo	T. K. K.	July 12
Jason	B. L.	Apr. 10
Katori	N. Y. K.	Apr. 13
Aki	N. Y. K.	Apr. 17
Nikko	N. Y. K.	Apr. 21
Tacoma	O. S. K.	M. Apr.
Ganges	O. S. K.	M. Apr.

PEACE TREATY PROBLEM.

PRESIDENT WILSON'S VIEWS.

Following is the text of the letter of President Wilson read at the Jackson Day dinner in Washington on January 8th.

The White House, Washington, January 8, 1920.

"My Dear Mr. Chairman: It is with keenest regret that I find that I am to be deprived of the pleasure and privilege of joining you and the other loyal Democrats who are to assemble to-night to celebrate Jackson day and renew their vows of fidelity to the great principles of our party, the principles which must now fulfil the hopes not only of our own people but of the world.

The United States enjoyed the spiritual leadership of the world until the Senate of the United States failed to ratify the treaty by which the belligerent nations sought to effect the settlements for which they had fought throughout the war. It is inconceivable that at this supreme crisis and final turning point in the international relations of the whole world, when the results of the great war are by no means determined and are still questionable and dependent upon wants which no man can foresee or count upon, the United States should withdraw from the concert of progressive and enlightened nations by which Germany was defeated, and all similar Governments, (if the world be so unhappy as to contain any) warned of the consequences of any attempt at like iniquity, and yet that is the effect of the course which the United States has taken with regard to the Treaty of Versailles.

"Germany is beaten, but we are still at war with her, and the old stage is set for a repetition of resumption of the old offensive and defensive alliances which made settled peace impossible. It is now open again to every sort of intrigue.

"The old spies are free to resume their former abominable activities. They are again at liberty to make it impossible for Governments to be sure that mischief is being worked among their own people, what internal disorders are being fomented.

"Without the Covenant of the League of Nations there may be as many secret treaties as ever, to destroy the confidence of Governments in each other, and their validity cannot be questioned.

"None of the objects we professed to be fighting for has been secured, or can be made certain of without this nation's ratification of the treaty and its entry into the Covenant. This nation entered the great war to vindicate its own rights and to protect and preserve free government. It went into the war to see it through to the end, and the end has not yet come. It went into the war to make an end of militarism, to furnish guarantees to weak nations and to make a just and lasting peace. It entered it with noble enthusiasm.

"Five of the leading belligerents have accepted the treaty and formal ratifications will soon be exchanged. The question is whether this country will enter and enter wholeheartedly. If it does not do so, the United States and Germany will play a lone hand in the world.

"The maintenance of the peace of the world and the effective execution of the treaty depend upon the wholehearted participation of the United States. I am not stating it as a matter of power. The point is that the United States is the only nation which has sufficient moral force with the rest of the world to guarantee the substitution of discussion for war. If we keep out of this agreement, if we do not give our guarantees, then another attempt will be made to crush the new nations of Europe.

"I do not believe that this is what the people of this country wish or will be satisfied with. Personally, I do not accept the action of the Senate of the United States as the decision of the nation.

"I have asserted from the first that the overwhelming majority of the people of this country desire the ratification of the treaty,

and my impression to that effect has recently been confirmed by the unmistakable evidences of public opinion given during my visit to seventeen of the States.

"I have endeavoured to make it plain that if the Senate wishes to say what the undoubted meaning of the League is I shall have no objection. There can be no reasonable objection to interpretations accompanying the act of ratification itself. But when the treaty is acted upon I must know whether it means that we have ratified or rejected it.

"We cannot rewrite this treaty. We must take it without changes which alter its meaning or leave it, and then after the rest of the world has signed it, we must face the unthinkable task of making another and separate treaty with Germany.

"But no more assertions with regard to the wish and opinion of the country are credited. If there is any doubt as to what the people of the country think on this vital matter, the clear and single way out is to submit it for determination at the next election to the voters of the nation, to give the next election the form of a great and solemn referendum; a referendum as to the part the United States is to play in completing the settlements of the war and in the prevention in the future of such outrages as Germany attempted to perpetrate.

"We have no more moral right to refuse now to take part in the execution and administration of these settlements than we had to refuse to take part in the fighting of the last few weeks of the war which brought victory and made it possible to dictate to Germany what the settlements should be. Our fidelity to our associates in the war is in question and the whole future of mankind. It will be heartening to the whole world to know the attitude and purpose of the people of the United States.

"I spoke just now of the leadership of the United States, thinking of international affairs. But there is another spiritual leadership which is open to us and which we can assume.

"The world has been made safe for democracy, but democracy has not been finally vindicated. All sorts of crimes are being committed in its name: all sorts of preposterous perversions of its doctrines and practices are being attempted.

"This, in my judgment, is to be the great privilege of the democracy of the United States, to show that it can lead the way in the solution of the great social and industrial problems of our time, and lead the way to a happy settled order of life as well as to political liberty. The programme for this achievement we must attempt to formulate, and in carrying it out we shall do more than can be done in any other way to sweep out of existence the tyrannous and arbitrary forms of power which are now masquerading under the name of popular government.

"Whenever we look back to Andrew Jackson we should draw fresh inspiration from his character and example. His mind grasped with such a splendid definiteness and firmness the principles of national authority and national action, he was so indomitable in his purpose to give reality to the principles of the Government, that this is a very fortunate time to recall his career and to renew our vows of faithfulness to the principles and the pure practices of Democracy.

"I rejoice to join you in this renewal of faith and purpose. I hope that the whole evening may be of the happiest results as regards the fortunes of our party and the nation.

"With cordial regards, sincerely yours,—Woodrow Wilson.

STRIKE ABOUT A GERMAN.

Johannesburg, December 24.—The strike in the Simmer Deep and the Jupiter Mines against the reinstatement of a German who had been interned during the war, is on the verge of settlement. The German in question is to be allowed to go underground pending the award of a board of reference. It is stipulated that there shall be no victimisation.

NEW ADVERTISEMENTS

AT THE VICTORIA.

TO-NIGHT! PATHE TO-NIGHT!

PRESENTS

Virginia Pearson
in
"Impossible Catherine"

MAKES A SCREAMINGLY FUNNY ENTERTAINMENT FOR ALL AGES!

Kiddies will yell with delight!
Youths of both sexes will deliciously enjoy it!
"Pop" and "Mom" will make merry over it!
"Gran'pa" and Gran'ma will em't deep chuckles!

ALSO

THE BROS. GRAYDON

"LIGHT COMEDY DUO"

Entertainers to the British Expeditionary Force in France, now touring in the East will appear in their Latest Songs.

USUAL PRICES.

BOOKING AT ANDERSON'S.

NOTICE.

HONGKONG BOXING ASSOCIATION

FOURTH TOURNAMENT

At the Theatre Royal
on FRIDAY
MARCH 5th at 9.15 p.m.

MAIN EVENT:

WELTERWEIGHT CONTEST

between
SKY KERRISON
(Champion of the Colony).
and
IRON BUX.

Full programme will be advertised later.

NOTICE.

A.S. WATSON & CO. LIMITED.

Notice is hereby given that the Thirty-fifth Annual Ordinary General Meeting of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Saturday, the 6th March, 1920, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st October, 1919.

The Register of Shares of the Company will be closed from Wednesday, the 3rd day of March, 1920, to Monday, the 8th day of March, 1920, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, 26th February, 1920.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.
Opposite the University.
Tel. No. 732. P.O. Box, 593.

Principal
JOHN P. JONES, B.Sc., M.E. Min.

The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private Tuition can also be had in these subjects.

Prospectus on application.

NOTICE.

REPULSE BAY HOTEL.

With a view to avoiding disappointment to patrons, the Management beg to announce that the Hotel is fully booked for the night of Saturday, February the 28th, both in regard to dancing and dining accommodation.

No Tea Dansant will be held on this day.

WISEMAN, LTD.

DINNER DANCE

SATURDAY February 28th

Special Menu (\$1.00)

Special Music.

Dance tickets \$1.00 each.

D. M. GOODALL

Manager.

NOTICE.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Trans-Pacific.

Office of the Manager
Japan and China.

Yokohama, 1st February, 1920.
Effective 1st February, 1920.

Mr. P. D. Sutherland, General Agent Passenger Department, Hongkong, is appointed General Passenger Agent for Japan and China, with Office at Hongkong.

Wm. T. PAYNE,

Manager.

Approved:
G. M. BOSWORTH,
Chairman.

NOTICE.

NEW FRENCH LOAN 5%.

Price of issue Frs 100

Redeemable at Frs. 150
in 60 years by half yearly drawings.

Interest payable on the 1st of May & 1st of November.
Drawings to take place on the 16th of March & the 16th of September of each year.

1st drawing on the 16th of September 1920. 1st coupon of Frs. 3.50 to be paid on the 1st of November 1920.

Subscriptions will be received up to the 10th of March next by the:

BANQUE DE L'INDO-CHINE

L. Berindoague,

Manager.

NOTICE.

ROYAL HONGKONG YACHT CLUB.

A Rowing Regatta will be held at the Club House, North Point on Saturday, 28th instant.

By kind consent of the Admiral Commander in Chief and Officers, China Squadron, the Band of H. M. S. Hawkins will play Selections, and tea will be served on the Lawn during the afternoon. The Commodore and Committee will be at Home to Members and friends from 2.30 p.m.

In the event of unfavourable weather, dancing will take place in the Club House during intervals between events.

Special tram cars will be run from the Post Office from 2 o'clock and from the Club House, North Point, from 6 o'clock.

By Order,

R. E. MACDOUGALL,

Hon. Secretary.

Hongkong, 19th February, 1920.

NOTICE.

Mr. G. G. Hoppeler has this day resumed charge of our firm in Canton.

VILLA BROS. OF CANTON LTD.

Canton, 27th February, 1920.

FOUND.

FOUND.—In Ice House Street one bunch of keys. Apply to the Deputy Superintendent of Police, Central Police Station.

NOTICE.

HONGKONG & SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at the City Hall, Hongkong, to-morrow Saturday February 28th 1920, at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending 31st December 1919.

The Register of Shares of the Corporation will be closed from Monday the 15th February, to Saturday 28th February 1920, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Com. of

Directors,

N. J. STABB,

Chief Manager.

Hongkong, 10th February 1920.

NOTICE.

NEW FRENCH LOAN 5% 1920.

Under the guarantee of the French Republic
The Local Branch of the BANQUE INDUSTRIELLE DE CHINE will receive subscriptions for the New French Loan 5% 1920 from the 19th instant to the 10th of March next.

The Loan is free of income tax and redeemable in 60 Years at 15% by half-yearly drawings, the interest coupons being payable on 1st May and 1st November of each year.

Fully paid subscriptions at par
Partly paid subscriptions at 101% purporting:

Fr. 25.—when subscribing
Fr. 25.—on the 1st of April
Fr. 25.—on the 16th of July
Fr. 25.—on the 1st of August, 1920.

M. ROUET DE JOURNEL,

Manager.

Hongkong, 16th February, 1920.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

Thursday the 4th March 1920.

commencing at 11 a.m.
at No. 8 Stewart Terrace
No. 94 The Peak

A Quantity of Valuable Household Furniture

including:—

Teak extension dining table, Silver Cabinet with Chubb's Lock, Teak Bookcase, Teak wardrobe with bevelled mirror, Teak Dining Table with bevelled mirror, Marble Top teak washstand, Brass mounted bedstead 6'7" x 6'6" with wire and hair mattresses and mosquito nets, Child's Cot with wire and hair mattresses etc. etc.

A Quantity of Books

Bath Room, Pantry, and Kitchen Utensils etc. etc.

also

One Perambulator in good condition,

One Collection of Butterflies and Moths,

One Collection of snakes in bottles,

A Number of Ferns and Plants in pots.

On view from Wednesday the 3rd March, 1920

Catalogues will be issued

Terms: cash on delivery.

Geo. P. LAMMERT,

Auctioneer.

DALTON

ADDING, LISTING
AND CALCULATING

MACHINE

MUSTARD & Co.

Tel. No. 1186.

COMMERCIAL NEWS.

THE METAL MARKET.

New York, January 1.—There is no better illustration of the condition of the steel market than the amount of unfilled tonnage on the books of the U. S. Steel Corporation at the end of December. The unshipped orders on that date comprised 8,365,366 tons compared with 7,379,152 tons on November 29, a record increase of 1,137,086 tons. The larger producers are heavily sold and accept only distant and urgent business. The independents demand premiums for everything and can offer nothing but delayed deliveries. Demand for rails, car and shipping steel, plates, bars and sheets is accumulating heavily. Export demand for semi-finished and finished steel is very heavy and can only be partially met. No free pig iron is obtainable on contract before April and the tonnage offering for the second quarter is limited. Buyers seek to cover for the second half and some business has been done, chiefly in Cleveland and Buffalo, but most furnaces are unwilling to quote beyond June. Prices are advancing slowly but steadily. Southern iron has reached \$40 and northern \$44.35. Copper is in fairly good demand and has been holding steady for some days. Some spot metal could be had at 19 1/2 cents, but the asking prices for first quarter is 19 1/2 and for the second, 19 1/2 to 20 cents. For export they ask 20 to 20 1/2 cents. The 18 leading companies produced 105,835,000 lb. during November against 108,345,000 lb. in October. There is no shortage. Lead continues scarce and strong. The principal producers now ask 8 1/2 cents for New York, but have none to offer. The English demand for zinc has fallen off and the market is easier, with fair demand between dealers. Tin follows London closely and has fluctuated considerably. Demand has been fairly active on recent reactions in London. Antimony continues strong and advancing. The market is firm at 10 1/2 cents for lots.

GERMAN DRUGS.

The report that Germany intends to resort to a scientific blockade against the allies including Japan as a retaliatory measure has caused a panic among druggists and pharmacists in this country (says the *Japan Times and Mail*) because should Germany take such a measure Japan will suffer the worst. Before the outbreak of the war almost all drugs were imported from Germany, so that the stoppage of the import consequent upon the war in which Japan participated caused great inconvenience among Japanese druggists as well as physicians, and suddenly awakened the Japanese medical and industrial world to the necessity of the independence of learning, the encouragement of a national manufacturing industry and the self-supply of medicines and drugs. Efforts made since for encouragement of manufacturing have resulted in the attainment of self-supply to a tolerable degree. Still there are not a few kinds which cannot be produced in this country, all efforts made having not proved satisfactory so far. Even with those drugs which can be produced in this country the manufacture do not pay as a business because of the high cost of raw materials. Should the German industry be restored to its former state and export medicines and drugs to the world's markets at cheap prices and indiscriminately as in the pre-war time the Japanese industry is sure to be overpowered by German imports and dwindle away, as the home output is not equal to competing with German products. This will be especially the case with small

factories which suddenly started after the outbreak of the war with small means. In short the scientific blockade by Germany, who intends it is said to close her doors against scholars and students of other countries for the study of medicine and other scientific researches, to prohibit the export of books and merely supply her manufactures at cheap prices, will mean death to the Japanese infant medicinal industry. In view of the grave consequences to the interests of the Japanese industry several prominent merchants dealing in medicines and drugs in Tokyo and elsewhere have decided to start a movement to appeal to the government with a petition to impose a heavy import duty on German medicines and drugs to protect the development of the Japanese medicinal industry and to aid the advance of scientific independence of the country.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. YOKOHAMA MARU (European Line) left London for this port via the Suez Canal on the 24th Jan., and is expected here on the 3rd Mar.

The N. Y. K. s.s. WAKASA M. (European Line) left London for this port via the Suez Canal on the 29th Jan., and is expected here on the 11th March.

The N. Y. K. s.s. SAIKAI M. (Bombay Line) left Bombay for this port via Singapore on the 7th Feb., and is expected here on the 27th Feb.

The N. Y. K. s.s. TAMBA M. (European Line) left London for this port via Suez on the 14th Feb., and is expected here on the 24th March.

The N. Y. K. s.s. WAKAMATSU MARU (Bombay Line) left Bombay for this port via Singapore on the 11th Feb., and is expected here on the 29th Feb.

The N. Y. K. s.s. RANGOON M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 12th Feb., and is expected here on the 1st Mar.

The N. Y. K. s.s. TAIAN M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 12th Feb., and is expected here on the 3rd March.

The N. Y. K. s.s. KAIFUKU M. (Calcutta Line) left Singapore for this port on the 19th Feb., and is expected here on the 27th Feb.

The N. Y. K. s.s. SHINRYU M. (Bombay Line) left Bombay for this port direct on the 15th February and is expected here on the 6th March.

The China Mail S.S. Co.'s s.s. NILE sailed from Yokohama on February 21st and may be expected to arrive here on Feb. 29th.

The N. Y. K. s.s. HAKATA MARU (South American Line) left Kobe for this port on the 22nd February, and is expected here on the 29th February.

The N. Y. K. s.s. NIOHIYO MARU (Bombay Line) left Bombay for this port direct on the 17th February, and is expected here on the 6th March.

The A. L. s.s. CROSSKEYS (from Seattle) sailed from Shanghai at noon February 26th and will arrive at Hongkong on Feb. 29th.

The N. Y. K. s.s. CEYLON M. (Calcutta Line) left Kobe for this port via Moji on the 23rd Feb., and is expected here on the 1st March.

SUBSIDIARY COINS.

DISCOUNT PER \$100:
H'kong 50 cent pieces \$5 p.m.
10 " " \$4 p.m.
5 " " \$3 p.m.
Canton coins \$3 1/2 p.m.

UNCLAIMED TELEGRAMS.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.
List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong—
Attn: from New York.
Bridges, Astor Hotel, from Eastbourne.
Chivegill, from San Francisco.
Chuyotra, from Bombay.
Clements American Consul, from Manila.
Fitzgerald, Hongkong Hotel, from New York.
Gfahank, from London.
Kygiserl, from Bagota.
Loomis (3) American Consulate from New York.
L. Vanstelle, Kashima Maru, from Semarang.
Pangdabu, from Calcutta.
Wm. Ezra & Co., from London.
D. de H. FARRANT, Superintendent, Hongkong, Feb. 26, 1920.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—
Express, Banyai Maru Anchoring, from Kobe.
S.S. Yalukoman at Mitsubishi Shoji Branch, from Kobe.
Tungshingcheung Vingyensee Road 66, from Shanghai.
Putki, from Kobe.
Chuhumyong, from Shanghai.
Singlee, from Kobe.
Kwangtaila next of Sincere Co., from Shanghai.
Kwarchiang, from Amoy.
Wingtungcheung, from Shanghai.

Captain Usui Hwahwa, Yusen-kaisa, from Kobe.
Yancheong, from Kobe.
Chaiting, from Osaka.
Oginomatsu Barahatee, from Tanokuchi.
Courtees, from Shanghai.
World Insurance Co., from Shanghai.

Yulai, from Amoy.
Fredrick, A. Smith Butterfield Swire, s.s. Sunning, from Shanghai.
Sinthyekee, from Amoy.
Shunon, from Shanghai.
Pousette Trade Commissioner, from Shanghai.

T. KRING, Superintendent, Hongkong, Feb. 27, 1920.

EXCHANGE.

SELLING.
T/T 5/8
Demand 5/8 1/4
30 d/s 5/8 3/4
60 d/s 5/8 1/2
4 m/s 5/8 1/2
T/T Shanghai Nom.
T/T Singapore 24 1/2
T/T Japan 20 1/2
T/T India 21 1/2
Demand, India 21 1/2
T/T San Francisco & New York 96
T/T Java 249
T/T Marks Nom.
T/T France 13 60
Demand, Paris —
BUYING.
4 m/s L/C 5/10 1/4
4 m/s D/P 5/10 3/4
6 m/s L/C 5/11
30 d/s Sydney and Melbourne 5/11 1/4
30 d/s San Francisco & New York 97 3/4
4 m/s Marks Nom.
4 m/s France 14 10
6 m/s France 14 25
Demand, Germany —
Demand, New York 36 1/4
T/T Bombay 21 1/2
Demand, Bombay —
T/T Calcutta 21 1/2
Demand, Calcutta —
Demand, Manila 19 1 1/4
Demand, Singapore 24 3/4
On Haiphong Nom.
On Saigon Nom.
On Bangkok Nom.
Sovereign 3 50 Nom.
Gold leaf per Tael 29
Buy Silver, ready 82 1/4 forward 80 3/4

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship "PILSNA"
From TRIESTE & SINGAPORE

Consignees of Cargo are hereby informed that all goods have been landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 15th prox or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

JODWELL & CO., LTD., Agents, Hongkong, 25th February, 1920.

WATER RETURN.

Level and Storage of water in Reservoirs on February 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.	1919	1920
Taiwan	25.8 Below	5.2 Below
Taiwan	26.3 Below	25.2 Below
Taiwan	26.3 Below	25.2 Below
Taiwan	26.3 Below	25.2 Below
Taiwan	26.3 Below	25.2 Below
Taiwan	26.3 Below	25.2 Below
Taiwan	26.3 Below	25.2 Below
Taiwan	26.3 Below	25.2 Below
Taiwan	26.3 Below	25.2 Below
Taiwan	26.3 Below	25.2 Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.	1919	1920
Taiwan	1,227.25	1,355.54
Taiwan	1,227.25	1,355.54
Taiwan	1,227.25	1,355.54
Taiwan	1,227.25	1,355.54
Taiwan	1,227.25	1,355.54
Taiwan	1,227.25	1,355.54
Taiwan	1,227.25	1,355.54
Taiwan	1,227.25	1,355.54
Taiwan	1,227.25	1,355.54
Taiwan	1,227.25	1,355.54

W. CHATHAM, Water Authority.

TIDE TABLE.

Date	High Water	Low Water	High Water	Low Water
Mon. 23	11 35	5 7	5 32	1 8
Tue. 24	11 54	6 1	5 56	1 1
Wed. 25	12 12	6 4	6 19	1 4
Thur. 26	12 28	6 7	6 43	1 7
Fri. 27	12 43	6 10	6 57	1 10
Sat. 28	12 57	6 13	7 11	1 13
Sun. 29	1 10	6 16	7 25	1 16

m morning, a afternoon.

DISTRIBUTING AGENTS

of
CLAUDIUS A. ASH'S
and
S. S. WHITE Mfg Co's
DENTAL GOODS

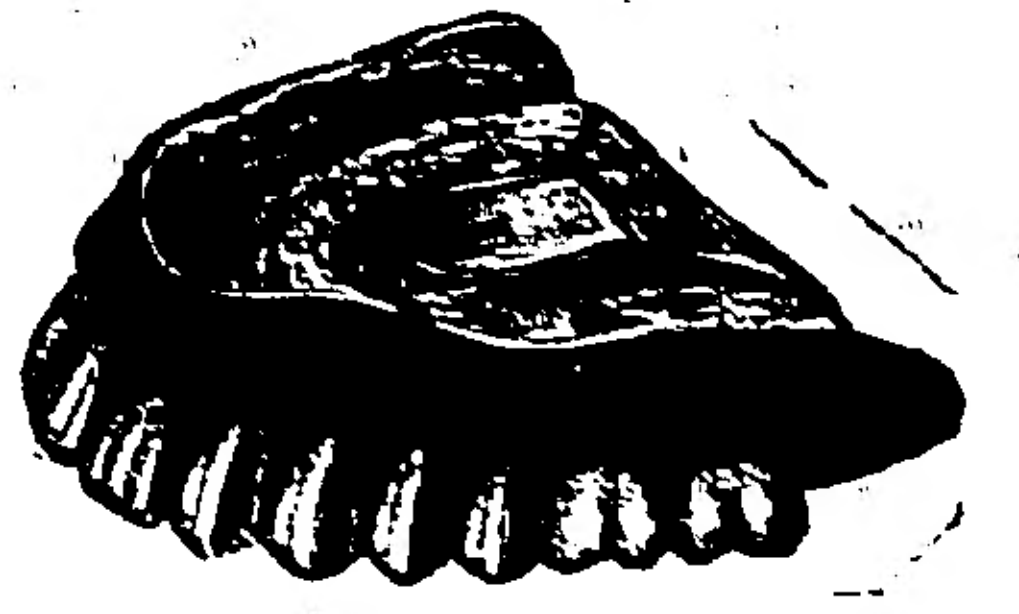
Complete line of Dental Supplies and Instruments on show at

THE SINCERE CO., LTD.

Tel. 1967, 8

(Dental Supplies Dept.)

Branch:—Yaumati.



CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "BENRINNES"
From ANTWERP MIDDLES-BRO. LONDON & STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 1th March, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents, Hongkong, 23rd February 1920.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."
From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU, & JAPAN PORTS.

The above named Steamer having arrived Thursday, 26th February, 1920. Consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Thursday, 4th March 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Thursday, 4th March, 1920 at 11 A.M.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever, will be effected.

T. DAIGO, Manager, Hongkong, 26th February, 1920.

LA FAVORITE
The Premier Millinery Shop.
FRESH CONSIGNMENT OF NEW SUMMER HATS OF LATEST DESIGN AND COLOUR.
LA FAVORITE,
9, Beaconsfield Arcade.
Tel. 3312.

ARE YOU SATISFIED THAT—
1. The Furniture you get will stand the Winter season and will not crack or "Chang?"
2. The price charged is as it should be.
3. Your Furniture gives you sterling service.
4. Durability and ultimate economy are assured you.
MAKE SURE AND ORDER FROM US.
Our services carried with it our ABSOLUTE GUARANTEE.
Tel. 654 **HOP CHEONG** 55, Queen's Rd. Central.
High-class complete House Furnishers, General Upholsterers, House Painters, etc., etc.

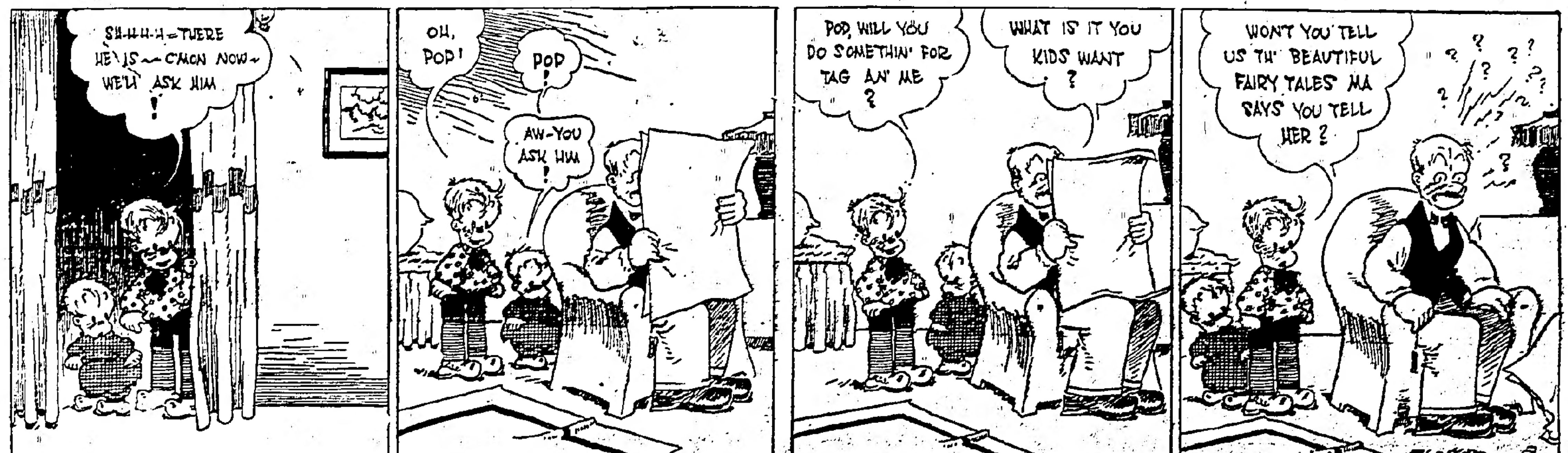
HONGKONG, CANTON & MACAO STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE.
Sailing:—To Canton daily at 6 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 2 p.m.
HONGKONG-MACAO LINE.
To Macao—Daily at 9 a.m. (Saturday at 2 p.m.)
From Macao—Daily at 2 p.m. (Sundays at 4 p.m.)
Police permits to leave the Colony are not required.
Further information may be obtained at the Coy's Office, Hotel Mansions, or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong.

SAFES
Defy Burglars and protect your valuables
Stock Just Arrived
Sole Agents,
UNION ENGINEERING CO., LTD.
19 Chater Road

FRECKLES AND HIS FRIENDS

He Must Be An Expert Story-Teller!

BY BLOSSER.



TO-DAY'S PICTURES.



Sir Oliver and Lady Lodge, photographed in New York. Sir Oliver is pointing out interesting sights to her.



Recently the inmates of St. Dunstan's Home, London, were given a musical treat they will long remember. Madame Melba, the famous singer, visiting the hospital and singing several songs to them.



Sir Gordon Hewart, British Attorney General, who has been investigating the legal aspect of the trial of the ex-Kaiser.



The well-known sculptor, Paul Bartlett, working on his model of Lafayette, which is to be erected in Metz.



Lady Chylesmore, who has been awarded the Order of the British Empire for her services as a nurse in London hospitals and as an organizer for the W. A. A. C. She is now engaged in reconstruction work among crippled heroes of the war and their families.



Three popular screen stars were bridesmaids at the wedding of Mildred Zukor and Arthur Marcus Loew in the Ritz-Carlton Hotel, New York. Mrs. Loew is a daughter of Adolph Zukor, president of the Famous Players-Lasky Corporation, and her husband is a son of Marcus Loew of the Loew circuit of theatres. In the picture, reading from left to right are Dorothy Gish, Lillian Gish, Mrs. Loew and Norma Talmadge.

DOINGS OF THE DUFFS

Tom Was Too Comfortable.

BY ALLMAN



